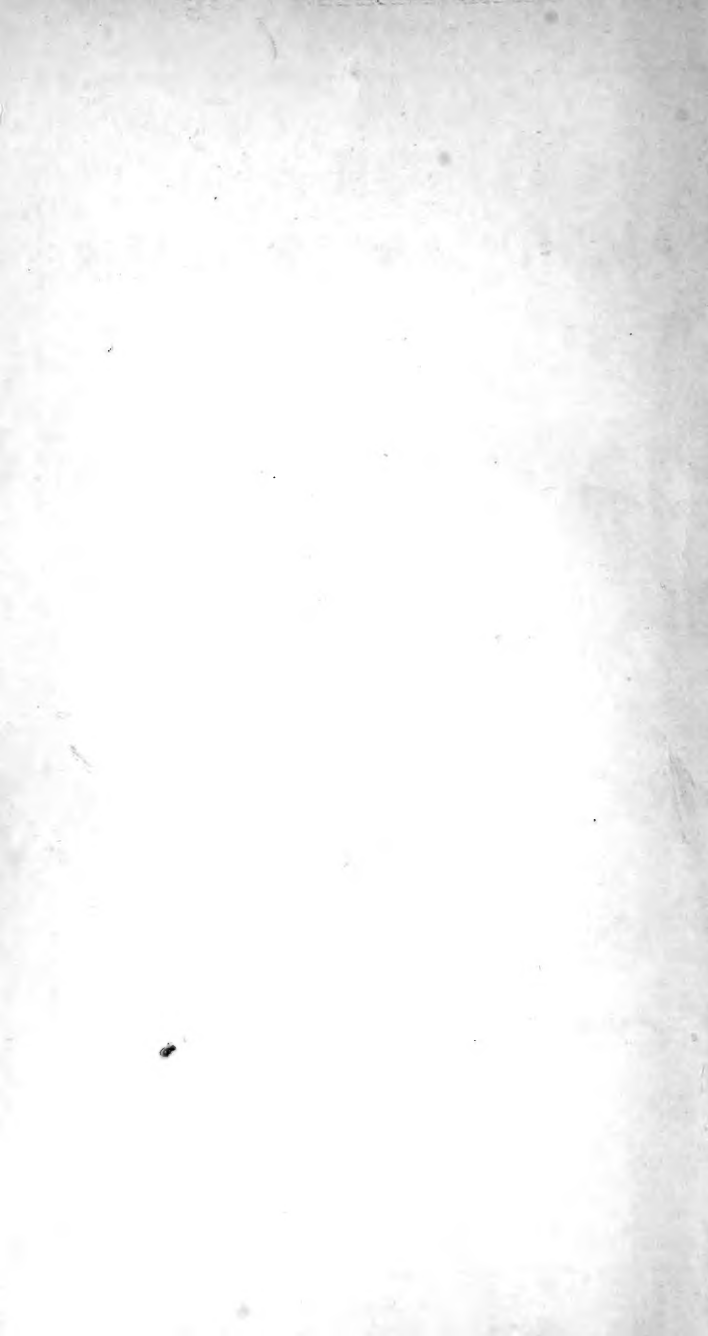




Very truly Yours
E. W. Parlin



THE AMERICAN TROTTER

A Treatise on His Origin, History and Development

BY

S. W. PARLIN

Editor of American Horse Breeder

With a Preface by

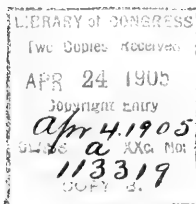
PETER C. KELLOGG

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PREFACE.

LETTER FROM HARK COMSTOCK.

Mr. S. W. Parlin, Editor American Horse Breeder:

I am glad to learn that your historical letters on the American trotter, which have appeared in the *American Horse Breeder*, are to be published in book form. You are now among the earliest of those who remain living, as student of and writer upon the trotting horse. With the exceptions of Joseph Cairn Simpson and myself I recall no others, now using the pen upon the subject of light harness race horse, who were your contemporaries as writers upon that subject prior to the Civil War, in which as citizen and soldier you ably did your duty to the Union.

Before we began writing, D. C. Linsley and Henry William Herbert (Frank Forrester) left good work in book form. William T. Porter stamped his individuality upon the old *Spirit of the Times*. I read all of these but never knew them. George Wilkes to some extent, but more particularly Charles J. Foster (Privateer), did great work as editors of the later *Spirit*. The latter edited Hiram Woodruff's book. Dr. Ellwood Harvey contributed many thoughtful letters. S. T. Harris wrote ably and brilliantly, and such correspondents as "Larkin" (John L. Cassidy), "Sulky,"

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"Long Islander" (Hon. David W. Jones), "Broad Church" (Thomas Atchison), Joseph Cairn Simpson, Thomas C. Patterson, Thomas B. Merry (Hidalgo), "Ranger" (T. P. Ochiltree), "Potomac" (Alex. Preston), "Albion" (J. R. Hubbard), and others contributed great value and entertainment, and you and I had now and then a word to say. I am not sure but John H. Wallace occasionally contributed. He certainly wrote some before the war on matters pertaining to his duties as secretary of an agricultural society in Iowa, but it was not until later that he became authoritative on matters of pedigree.

After the war the *Turf, Field and Farm* was started. This brought into greater prominence its editor-in-chief, Sanders D. Bruce, the compiler of the American thoroughbred stud book; his brother, Benj. G. Bruce (Neptunus), who afterwards edited a sporting journal in Kentucky; and assistant editor, Hamilton Busbey. Much later, perhaps in 1876, Wilkes sold a controlling interest in the *Spirit of the Times* to E. A. Buck, who brought onto his staff Walter T. Chester ("Griffin"), who afterwards joined the *Turf, Field and Farm*, and published valuable statistical works. Another writer on the *Spirit* staff at this time was W. S. Vosburgh ("Vigilant"), the most graceful, instructive and entertaining writer on the thoroughbred since Charles J. Foster, but little interested in the trotter. He now holds the important office of official handicapper to the Jockey Club.

For two or three years prior to the sale of the *Spirit* it was well edited by J. H. Sanders, founder of that flourishing livestock journal, *The Breeder's*

PREFACE.

Gazette, of Chicago. Rev. W. H. H. Murray wrote in the later *Spirit* and left a book, *The Perfect Horse*. Before this Cyrus Lukens had commenced to write. I don't remember just when he began, but pretty far back for so young a man. The Western horse papers had meantime started in with vigor, supported by very able pens. They brought forward "Yarrum," "Trotwood," "Volunteer," "Veritas," H. T. White, editor of John Splan's book; H. D. McKinney ("Mambrino"), but these cannot all be classed among old timers.

Wallace started his monthly magazine in 1875, into which he threw his aggressive personality and ultimately drew about him a number of very able disciples and preachers of his doctrines. Of these Leslie E. McLeod was a particularly forceful writer, terse in expression and so like his chief in style that it was sometimes difficult to discern which pen wrote the editorial. He also edited Charles Marvin's book on *The Trotting Horse*. Judge Halsey ("Iconoclast") sprung from this school, though not from the office, and wrote well from the standpoint of its dogmas. Similarly J. W. Thompson of Maine compiled a book of pedigrees of Maine-bred horses and conducted a paper, *The Maine Horse Breeders Monthly*. Rev. T. A. Hendrick ("Aurelius") was another Wallacean advocate of ability. H. T. Helm was not of that school, but wrote in the *Monthly* and afterwards left an excellent book. W. H. Marrett ("Vision") wrote for the *Monthly* and the *Breeder*.

Gurney C. Gue came to light in the *Monthly* office and has served the trotter well as a journalist and as a compiler of pedigrees, which I understand are to

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appear in book form. He is now at the head of the harness horse department of the *New York Herald*, and that reminds me of noble old Jo. Elliott, sporting editor of that great paper, "years and years ago." But I must not get down to the more recent writers. They are numerous and able and not a few of them are brilliant. Few subjects are as well supported to-day by philosophical and literary talent as the trotting horse. But I am not going to flatter the youngsters up to their real deserts. Their vanity needs no stimulation now. When they reach your years and mine, and centuries look shorter to them, doubtless they will be able to bear becomingly a reasonable degree of praise; if it be bestowed upon them. Suffice it that, when we "old boys" have dropped out, the forge will not grow cold for want of strong young blood at the bellows. You and I may call ourselves old timers when it is remembered that we have both had discussions through the press with nearly all of the writers excepting the very earliest.

Now that I have paved the way I want to speak in high praise of your career as a writer upon horse topics, horse history and the philosophy of breeding. Your contributions to the press have ever been tempered with logical reasonableness and fortified with a great degree of accuracy. Even in response to captious criticism you have always maintained an attitude of surprising courtesy, of which I wish I could have been a closer imitator, and which I commend as an example to many younger members of the guild. Satire, sarcasm and ridicule are not argument. They

PREFACE.

are the resort of the weak when standing upon uncertain ground. I do not deny that they take with the thoughtless and superficial. For that reason they often do great harm and retard progress, but they do not stop it. Ultimately the true merits of the question are recognized. When a man who aspires to a reputation for philosophical argument, drops logic and resorts to ridicule, it is a pretty sure sign that he is beaten and knows it, but wants to conceal it. I have never seen you driven into that corner.

I can scarcely have missed reading much that you ever wrote. The channels of such literature prior to the seventies were few. We writers subscribed to them all, and we knew of each other, whether personally acquainted or not. It must have been about 1876 that you dropped floating correspondence and assumed a trotting horse corner in the *American Cultivator* of Boston, published by our mutual friend, George B. James, who in time was encouraged to establish the *American Horse Breeder*. This you have edited from its commencement in about 1882. I do not think I have missed a dozen numbers of either paper since you became identified with them. There are many able journals identified with the trotting horse which I have read and which I continue to read with great profit and satisfaction. It is no reflection upon any of the others to say that, imbued as my mind has ever been with the breeding subject as its paramount theme, *The Breeder*, edited by you up to the significance of its title, has for a long time been my favorite horse journal.

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Perhaps one reason why your editorial pages have held my interest is that in general we have been in accord in our views upon the breeding subject. Many younger writers are against us in that we place so great a value upon blood that is far back in the pedigrees of modern great horses. A view has been exaggerated among them that handling and development *per se* have changed the innate character of the horses that are now successful on the tracks and that the same treatment from generation to generation would have made them the same as they now are, even if their ancestors a dozen removes back had all been cart horses instead of some of them having been thoroughbreds.

Never was there a greater fallacy. Handling points out where the right qualities have descended by inheritance, and facilitates logical selection for breeding purposes. If it does an atom more than that in relation to heredity it at most does very little more, and that little cannot be philosophically proved. Starting with a race of milk-white cats, so established as to breed true to that color, you may dye the kittens jet black, and keep them dyed for twenty generations, bred exclusively within the stock, and at the end of that time not a kitten will be born black from their jet-dyed parents. Doubtless a dark breed may be established from a light breed by careful selection and copulation, but not by manipulation. The inherent element must be wrought upon; not the acquired ones. The breeder who thinks that Diomed, and pyramids of his blood, count for nothing when found in a race horse of today, whether runner or trotter, is simply

PREFACE.

throwing the laws of heredity to the winds. You can take material from an ore-bed and make steel of it, and you can take material from a clay-bed and make brick of it, but you cannot, in a hundred years, take unmixed that which came from the clay-bed and make steel of it. Manipulation cannot make something out of nothing nor create improved forms from a material that does not first partake of the essential base upon which those improved forms depend.

You can blend different substances and different bloods, thus uniting separate bases and obtain a surprising variety of results of composite nature, many of them capable of uses and accomplishments far beyond the reach of any one separate element of its composition. While unmixed clay can never be manipulated into steel, it may by blending with other elements be made the basis of another metal—aluminum. Nevertheless, to do this, there must have existed in each contributive element of the compound an innate essential quality placed there by nature as a basic contribution to the blend, that is greater than any of its separate parts. Diomed may not have trotted much in his own right, but he, or his equivalent, is as essential an element in a race horse of either kind to-day as he was to our runners of 60 to 100 years ago when his blood, often inbred, swept everything before it; nor has it yet ceased to assert its power, as frequently pointed out by the best analytical authorities on the breeding of the modern American thoroughbred. If Diomed's essential quality has been transmitted to the present time in the running field, is there reason to doubt that his blood affects, according to its

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nature, the trotter of today that possesses multiplications of it?

It has always been a gratification to me in reading your articles to recognize that you have ever duly appreciated the physical quality of the thoroughbred—his organism—as a valuable adjunct in raising the trotting breed to its present standard. I rejoice with you and those other writers who have never yielded to the tirade against this view led by the late compiler of the *Trotting Register*. His deep-seated prejudices against the thoroughbred and in favor of what he called “pacing blood” in my judgment totally disqualified him as a candid and truthful renderer of pedigrees, during most of the time he was so employed.

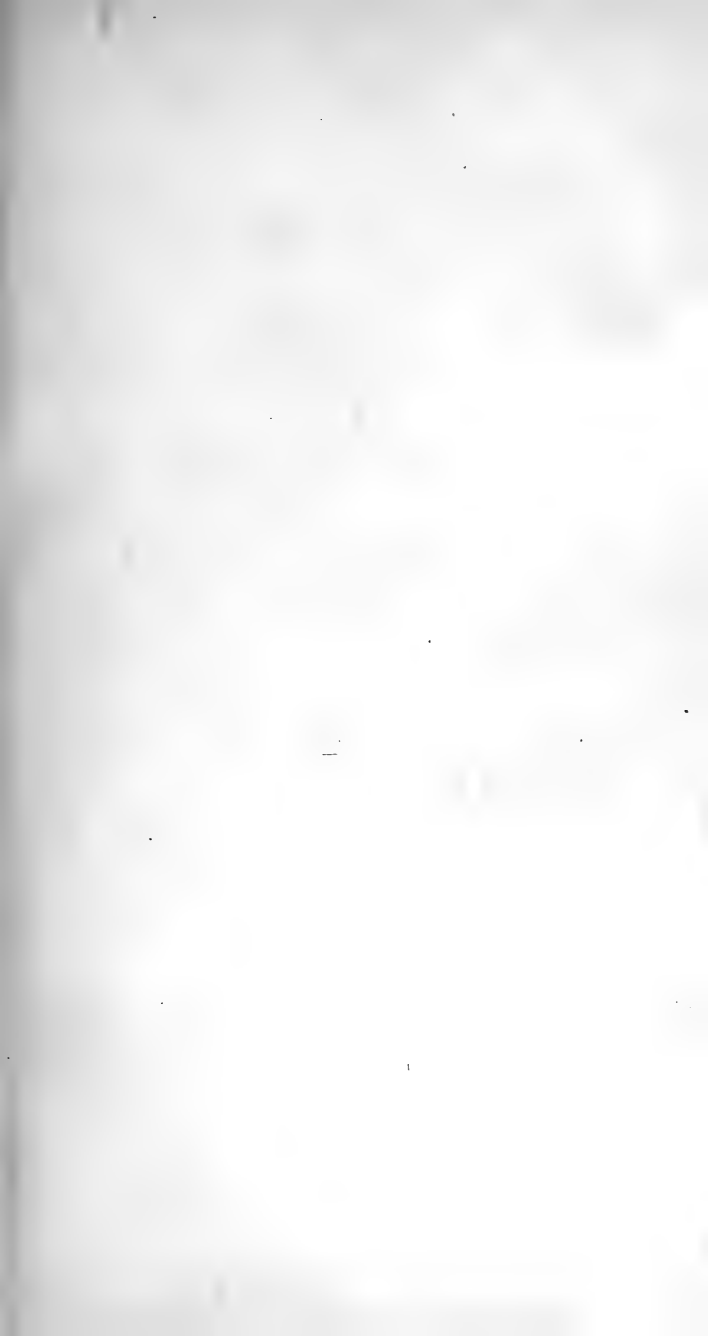
I can foresee that your book will be of great value in controverting many important instances falsely of record, on account of this unfortunate bias of the former compiler of the *Register*. Your careful work in searching and compiling evidence for the vindication of the real, and the controversion of distorted, horse history, has always commanded my respect and admiration. Many a time I have laboriously gone back through old files of *The Breeder* to re-read such matters from your pen. The convenience of having them in book form will be a boon to

Yours fraternally,

PETER C. KELLOGG,

Otherwise “Hark Comstock.”

New York, January, 1905.





Johnnie
born night 1903

LOU DILLON

THE AMERICAN TROTTER.

INTRODUCTION.

America surpasses all other nations of the world in many respects, but probably in none other more than in the quality of its light-harness horse. The trotters and pacers bred and raised here excel in speed those produced in any other quarter of the globe. This is due to several causes, prominent among which are our parlor tracks, light-harnesses, so fashioned and adjusted as to allow the greatest freedom of action, light, easy-running sulkies, which are the best in the world; the skill of American trainers of trotting horses, and farriers, both of whom are superior to those of any other nation in training and balancing the trotter. The chief cause of the superiority of our trotters, however, is undoubtedly due to the excellent foundation for a trotting family that was laid in this country by the English running horse, imported Messenger, and the methods followed by American breeders. As all the record-breaking trotters in this country during the past forty years have been descendants of imported Messenger, it must be interesting and profitable to the young student of the

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trotting breeding problem to learn something of the origin, history and character of the ancestors of that wonderful animal.

During the first quarter of the last century the fastest trotters in the world were produced in England. They were known there as Norfolk trotters. They could at that time trot one mile or one hundred miles in less time than any of the trotters that had ever been produced in this or any other country. It is stated upon good authority that a mare called Nonpareil trotted 100 miles in nine hours and fifty-seven seconds, pulling a vehicle called a match cart. This performance occurred at least ten years before the American mare Fanny Jenks trotted 100 miles in nine hours, thirty-eight minutes and three seconds. Early in the thirties a stallion named Norfolk Phenomenon, bred and raised in England, trotted two miles in five minutes and four seconds. The best time ever made for two miles by a trotter in America previous to 1840 was five minutes and eleven seconds, which is seven seconds slower than the time of Norfolk Phenomenon. Both Nonpareil and Norfolk Phenomenon were by Fireaway, a Norfolk trotter, that was a direct descendant of Blaze, by Flying Childers. The dam of Norfolk Phenomenon also traced directly to Blaze through her sire.

The following chapters were written previous to the issue of the Year Book of 1904, and the records of horses, produce of stallions and mares and kindred statistics, were compiled with reference to the returns of 1903.

CHAPTER I.

THE ENGLISH RACE HORSE.

Byerley Turk.—Darley Arabian.—Godolphin Arabian.—Bald Galloway. — Imported Messenger. — Imported Wildair. — Imported Diomed. — Other Imported Stallions.

Horse racing has been a popular sport for many centuries. It was a favorite pastime with the Greeks for at least 600 years before the Christian era. The races in those early days were to chariots. It is a matter of history, too, that the Romans raced horses to chariots at least four hundred years before the birth of Christ. It is uncertain when horse racing first began in England. The English writer and practical breeder of thoroughbred racing stock, William Day, in his work entitled "The Horse, How to Breed and Rear Him," has the following to say on this subject:

As for racing in England, the earliest record of it that I can light upon is that given by Strutt, in his "Sports and Pastimes of the People of England." Racing, or something like it, was set going during the reign of Athelstan (which extended from 925 to his death in 941, A. D.—Ed). We know further that this king (Athelstan) received as a present from Germany several running horses, evidently race horses. * * * Fitz Stephen, in his description of London, A. D. 1154, says:

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Smithfield is a field where every Friday there is a celebrated rendezvous of fine horses brought hither to be sold. He then speaks of racing and adds that here it was first known in England. The strong and fleet apparently were only allowed to contend, as the common horses were ordered out of the way, apparently for the purpose of clearing the course.

I presume they raced in those days for honor and the jockey rode for applause, as no mention is made for stipulated fees or gratuities to the riders. But soon after the twelfth century racing was more common, and then they ran for stakes—forty pounds of “redy goldie.” The distance is stated three miles, and the scene in the Metropolis transferred from Smithfield to Hyde Park.

It is evident from the above that horse racing for money has been practiced for at least eight hundred years, and that horses have been carefully bred there for racing purposes even longer than that. No records were kept, and no regular accounts preserved, showing how the horses finished, or the time they made, for nearly six hundred years, or until about 1721. It matters little to practical breeders of the present day where the horses that first appeared in England originated, or the date that they first became established there. It is a matter of history that when the noted Roman warrior, Julius Caesar, invaded that country about 54 years before the Christian era, horses strong enough for cavalry purposes were quite numerous there, and the quality was doubtless improved about that time by crossing with the horses taken there by the Roman army, and others sent there shortly afterwards by Julius Caesar.

William Day remarks in his work quoted above that at the beginning of the Christian era the horses of that country were already mixed in blood with the

THE ENGLISH RACE HORSE.

breed of four different nations, including Turks and Arabians. The running horses from Germany, mentioned above, added another cross, which doubtless improved the speed and racing qualities of the horse stock of that country, for one equine historian has remarked that: "The English horses after this appear to have been prized on the continent." Several of the rulers of England at different periods were evidently considerably interested in turf sports and the improvement of horse stock. It is stated that Edward III., who occupied the throne from 1327 to 1377, imported fifty Spanish horses during his reign. During the reign of Henry VIII., who occupied the throne from 1510 to 1547, by an act of Parliament, no "stallions above the age of two years not being fifteen hands high were permitted to be put on any forest, chase, moor, heath, common or waste in 26 counties of England, and the whole of North Wales," the object being to increase the size, usefulness and value of the horse stock in his kingdom.

James I., who reigned in England from 1603 to 1625, is given the distinction, by English turf writers, of being the first to try the experiment of introducing an Arabian stallion into England for the purpose of improving the horse stock. This horse was bought from an Arabian merchant named Markham, and was known as Markham's Arabian. It is generally conceded by equine historians that Markham's Arabian was a failure, both as a turf performer and a progenitor of such, the effect of which was to create quite a strong prejudice against the Arabians.

Place's White Turk, that was taken to England not

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long after Markham's Arabian, evidently proved quite a valuable factor in the improvement of horse stock. His name is found in the pedigrees of several animals that became noted either as performers or as progenitors of performers. James Rice, author of "History of the British Turf," says that at the time of the reign of James I., "We had in England a native breed of horses, stout but slow, of sterling merit, and of great powers of endurance—great 'goodness,' as capacity of staying was then termed; and these animals are the stock from which the British race horse of more modern times has been derived, and from judicious crosses of which with imported sires the finest breed of horses the world ever saw has been produced."

It is generally conceded that Charles II., who held the sceptre in England from 1660 to 1685, accomplished more in improving the English race horse than any person who preceded him. It is stated that he "sent his Master of the horse abroad to purchase foreign mares of the best and purest blood, as well as stallions. The former were called, and are to this day known in the Stud Book as Royal Mares, though it appears little was then or is now known of their pedigree." The celebrated Eclipse and Highflyer were bred in the maternal line from some of these royal mares. Within a few years from the time of the arrival of these royal mares in England three stallions were taken there at different times, that improved the speed and racing qualities of the horse stock of that country greatly. In fact, it is claimed that all the best race horses that have been produced in England during the past two hundred years have been descendants of one or the other of these

THE ENGLISH RACE HORSE.

three stallions. Many of the most famous have combined the blood of all three of them, and some of the very best that were descendants of all three were also considerably inbred to one or more of them. These three noted stallions were Byerley Turk, Darley Arabian and Godolphin Arabian.

The reliable English author, William Pick, states that "Byerley Turk was Captain Byerley's charger in Ireland in King William's wars (1689, etc.), and afterwards proved a most excellent stallion." It is stated, however, that but few well-bred mares were mated with him. A few years later Darley Arabian was bought by an English merchant named Darley, who was located in the East. He was a member of a hunting club, through which he became acquainted with distinguished sporting men among the native princes and chiefs. This acquaintance enabled Mr. Darley to secure one of the best of the Eastern horses, and he immediately sent him to England, to be used for stock purposes. His opportunities in the stud were not much more favorable than those of Byerley Turk, but he proved even more successful than the latter. Godolphin Arabian was the last of the three, and was in time the most successful of all as a progenitor of race horses. Byerley Turk, Darley Arabian and Godolphin Arabian appear to bear the same relation to the racing stock of England as do Rysdyk's Hambletonian, Mambrino Chief and Henry Clay to the trotting stock of America.

According to the eminent English writer, J. H. Walsh (Stonehenge), the breed of race horses, known as thoroughbreds, was established about 1750. The

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basis of this breed, as stated by that author, was as follows:

(1) Native mares used for racing and bred from Spanish and English strains, the former most probably descended from the Barbs of Morocco.

(2) Markham's Arabian, imported in the time of James the First, but proved to be good for nothing, and most probably there is now not the slightest strain of his blood extant.

(3) Place's White Turk, extensively used, and to him most of our best horses can be traced through Matchem.

(4) The three Turks, brought over from the siege of Vienna in 1684.

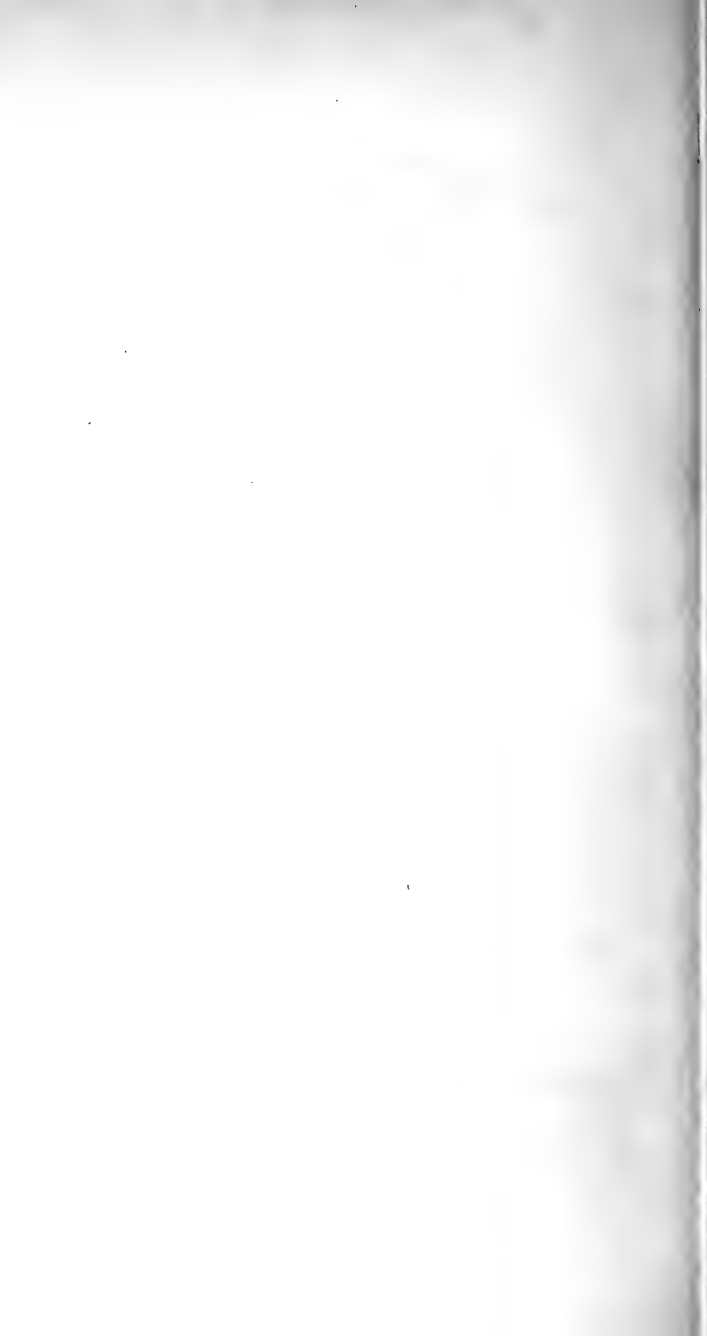
(5) The Royal Mares imported by Charles the Second, who sent his "Master of the Horse to the Levant" especially to procure them. These are also mentioned in all the best pedigrees.

At the time the thoroughbred breed was established, the English had been racing horses for more than six hundred years. There is no doubt that during these six or more centuries breeders had constantly endeavored to improve the speed and staying qualities of their horses, by carefully selecting their best and most successful race mares, and mating them with their fastest stallions, just as they have been doing ever since the thoroughbred came into existence.

It is evident, too, from the number of foreign horses that had been taken to England, beginning at the time that those were landed there by the Roman Emperor, when his troops occupied that territory some fifty or more years before the Christian era, and at different times up to A. D. 1700, that much if not most of what was termed the native stock had become strongly impregnated with the best of Eastern blood.



RYSDYK'S HAMBLETONIAN



THE ENGLISH RACE HORSE.

Since the establishment of the General Stud Book, which was published in England in 1793, the records of racing there and the pedigrees of the winners have been carefully kept. This General Stud Book "professed to give the pedigree, with few exceptions, of every animal of note that had appeared on the turf from 1743, and many of an earlier date, with some account of foreign horses from which the present breed of racers is derived." This work is believed to be the oldest authenticated record of pedigrees of horses ever published.

Byerley Turk, Darley Arabian and Godolphin Arabian were so popular, and their influence in improving the speed and racing qualities of the thoroughbred stock so marked, that in less than one hundred years from the time that the first of the three began doing stud service in England, all the most successful race winners in that country, with scarcely an exception, were descendants of one or the other of them, and, as already remarked, in some of the best, like Herod and Eclipse, the blood of two or more of them was combined. No information concerning the ancestors of these three famous horses is given in the General Stud Book or in Pick's Turf Register. It is not known that either of them was ever raced. It is generally believed, however, that Byerley Turk was of the Turkish or Morocco breed, and that the other two, though called Arabians, were pure Barbs. It matters little at this late day what their breeding may have been, although it probably was of the best, for the character of an animal, like that of a tree, is known by its fruit. Judging by the influence which these three

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stallions exerted upon the racing stock of England, they must have been considerably superior to any that had preceded them.

DARLEY ARABIAN. Godolphin Arabian is generally credited with getting better stock than either of the others. This was as might naturally be expected. He had better opportunities than the others, for he was a later importation. The best mares that were descendants of the other two were undoubtedly mated with him and his sons after his reputation was established. From the evidence at hand it would seem that Darley Arabian was entitled to fully as much credit for improving the speed, courage and endurance of the English thoroughbred as was Godolphin Arabian. It is not claimed by any English author that Godolphin Arabian ever got a faster horse than Flying Childers, a horse that raced against the best and was never beaten. Flying Childers was by Darley Arabian, and there was no cross of either Byerley Turk or Godolphin Arabian in his pedigree. Blaze, a son of Flying Childers, got Sampson, one of the best as well as the largest and strongest race horses of his day. Engineer, by Sampson, was even more successful as a race horse than his sire, at least he was campaigned much more extensively. He was on the turf six years and was beaten only five times. Neither Sampson nor Engineer inherited any of the blood of either Byerley Turk or Godolphin Arabian.

From a daughter of Cade, by Godolphin Arabian, Engineer got Mambrino, an excellent race horse. He was raced some for six seasons, and was beaten but four times. Unlike his sire and grandsire, however,

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Mambrino never got a race horse that was equal to himself. His progeny seemed to deteriorate, so far as their racing ability was concerned. There are good grounds for believing that he showed unusual inclination, for a running-bred horse, to stick to the trotting gait, and also unusual speed ability at that gait for a thoroughbred. The English author, Pick, is authority for the statement that

“Mambrino was likewise sire of a great many excellent Hunters—and it has been said that from his blood the breed of horses for the coach was brought nearly to perfection.”

His son, Messenger, that was brought to America in 1888, imparted a stronger inclination to stick to the trotting gait than any other running-bred horse that has ever stood in America. His history is related further on in this volume.

It has been claimed that owing to the unusual size, substance and coarseness of Sampson, his dam could not have been bred as represented in the General Stud Book, but must have had a cart horse cross in her pedigree. William Pick, author of “Pick’s Turf Register,” was a very careful writer, and his work bears evidence that he was not influenced by prejudice. Mr. Pick states that the dam of Sampson was (Baboon’s dam) by Hip; second dam by Spark (son of the Honeycomb Punch); third dam by Mr. Lister’s Snake, and fourth dam, Lord D’Arcy’s Queen. Hip was by Curwen Bay Barb, an Eastern horse, and a very valuable sire. The dam of Hip was by Lister’s Turk, another Eastern horse. Lister’s Snake, sire of the third dam of Sampson, was also by Lister’s Turk. John Lawrence,

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an able but evidently prejudiced English writer on horse matters, states that the groom who was sent with the dam of Sampson when she was mated with Blaze, a son of Flying Childers, the year before Sampson was foaled, said she *only looked* to be three-quarters bred. It is not always safe, however, to change a pedigree on the strength of a groom's *opinion* of the pedigree when that opinion is formed solely on the appearance of an animal. Mr. Lawrence, though an able writer, was sometimes mistaken. He contended that the sire of Old Shales, the sire of Scott Shales, that was the renowned ancestor of the Norfolk trotters and of the Hackneys, was Blank, a son of Godolphin Arabian. Other authorities contend that Old Shales was by Blaze, the son of Flying Childers, that got Sampson. A thorough investigation brought to light indisputable evidence, which proved most conclusively that Mr. Lawrence was wrong, and that Old Shales was by Blaze. Even the late John H. Wallace, who for some time contended that Lawrence was the most reliable of all English writers, acknowledged that Mr. Lawrence was wrong in this case, and that Old Shales was by Blaze, son of Flying Childers, instead of Blank, by Godolphin Arabian. As Mr. Lawrence erred in regard to the breeding of Old Shales, it is probable that Mr. Pick was right and Mr. Lawrence wrong concerning the breeding of the dam of Sampson. It is not probable, however, that Sampson was strictly thoroughbred.

English Eclipse was the most renowned race horse in England in his day. He met the best horses of his time, and defeated them so easily that finally no one could be found to start a horse against him. He was

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never beaten in a race. Eclipse may not have been so coarse as Sampson, but he was certainly larger. Stonehenge says of this wonderful horse, "Though Eclipse was very low before (forward), yet he was 66 inches high." Now 66 inches is 16.2 hands. Sampson, according to Pick, was 15.2 hands. It is probable that 66 inches was the height of Eclipse over the hips. He was considerably higher behind than forward. Stonehenge, quoting from Percival, further says of Eclipse, "he was a big horse in every sense of the word; he was tall in stature, lengthy and capacious in body, and large in his limbs," etc. Eclipse, like Sampson, was a direct descendant in the paternal line of Darley Arabian. His sire, Marske, was by Squirt, and Squirt was by Bartlett's Childers, a son of Darley Arabian. Bartlett's Childers, the great grandsire of Eclipse, was full brother of Flying Childers, the grandsire of Sampson. It is not improbable that Sampson and Eclipse, which had a common origin, inherited their size from the same common ancestor.

In view of the development theory, it is interesting to note what is said of the racing career of the ancestors of Eclipse in James Rice's "History of the British Turf," published in 1879, from which we quote as follows: "Bartlett's Childers, the sire of Squirt, was never trained at all, and Snake, the sire of Squirt's dam, was never trained." On the dam's side Eclipse's own dam, Spiletta, only started in one race in her life, and then was beaten, and her grandsire, Godolphin Arabian, was said to have been purchased out of the shafts of a water cart in Paris.

Notwithstanding the fact of his better opportunities,

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it is not probable that any of the descendants of Godolphin Arabian did more to improve the racing stock of England than did Flying Childers, Bartlett's Childers and Eclipse, all of which were descendants of Darley Arabian.

BYERLEY TURK. Byerley Turk seems to have gained distinction chiefly through his son Jigg, and the latter through one son, Croft's Partner, and several daughters that produced excellent performers. The dam of Croft's partner was by Curwen Bay Barb. Pick's Turf Register says:

Partner was a horse of great strength, fine shape and beauty. He was the best racer of his time at Newmarket. He was allowed to be as fine a stallion as any ever bred in this kingdom, and not inferior to any foreign one.

The most noted of Croft's Partner's get, as a sire, was Tartar, described by Pick as "near 15 hands high, of great power and strength, and allowed to be as fine a horse as any in England." The most noted of the get of Tartar was Herod, or King Herod, as he was sometimes called. Herod was quite successful as a race horse, and made a great reputation as a perpetuator of racing speed. The Turf Register devotes several pages to Herod, from which we extract the following verbatim;

King Herod was a remarkably fine horse, with uncommon power, and allowed to be one of the best bred horses this kingdom ever produced, and as a stallion inferior to none, being sire of a larger number of racers, stallions and brood mares than any other horse, either before or since his time.

The same authority states that in nineteen years four hundred and ninety-seven of Herod's get won two hundred and one thousand, five hundred and five pounds and nine shillings. The dam of Herod was by

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Blaze, the son of Flying Childers, that got Sampson, already mentioned. Herod's second dam was by Bethell's Arabian, whose get were very highly valued. His third dam was by Champion, a son of Harpur's Arabian, and his fourth dam was by Darley Arabian, the sire of Flying Childers, etc. It will be seen by the above that the dam of Herod was inbred to Darley Arabian.

GODOLPHIN ARABIAN. Some will doubtless wonder what all this has to do with the American trotter. It will be shown in due time that the above descendants of Byerley Turk, Darley Arabian and Godolphin Arabian played a very important part in the production of the best of our light harness performers. Godolphin Arabian, that most writers claim did more to improve the racing stock of England than either Byerley Turk or Darley Arabian, like the two last named, was of unknown origin. The best English authors, however, are unanimous in the opinion that he was a Barb. According to one tradition "Godolphin Arabian was presented by the Emperor of Morocco to Louis XIV. as a fine Barb," but was so lightly esteemed in Paris that he was used for drawing a cart about the streets. He was bought by a Mr. Coke, who took him to England, and gave him to a Mr. Williams, proprietor of the St. James Coffee House, by whom he was presented to Lord Godolphin, a successful breeder of racing stock. He was used, for a season or two, as a teaser to Hobgoblin. The latter showed a great aversion to Lord Godolphin's valuable race mare, Roxana, and she was mated with Godolphin Arabian. The produce was Lath, and he proved one

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of the best race horses of his day. When Lath was one year old Roxana was again mated with Godolphin Arabian, and the produce was a colt foal. Roxana died when this colt was ten days old. The youngster was brought up on cow's milk, and was named Cade. He was raced three or four times, but was a failure as a race horse. Regulus, by Godolphin Arabian, was a first-class race horse, fully equal to Lath. Pick says that

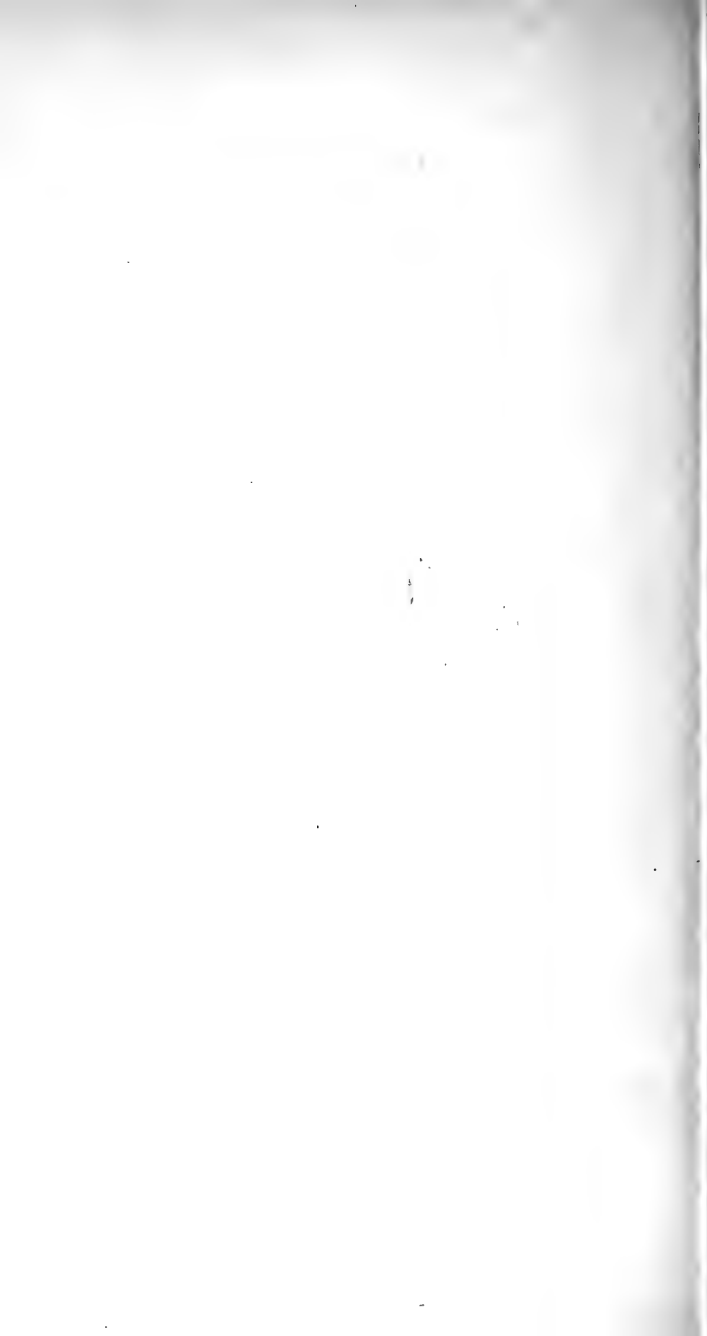
"Regulus at six years won eight Royal Plates and a 50 pound plate. He was never beaten and was much superior to any other horse of his time."

Cade, that started only three or four times, and was unsuccessful as a race horse, proved the most successful of all the sons of Godolphin Arabian as a perpetuator of race-winning speed. James Rice, author of "History of the British Turf," says that the greatest names in the early stud books are undoubtedly Herod, Matchem and Eclipse. Herod, as has already been shown, was a direct descendant in the male line of Byerley Turk, and through his dam he was inbred to Darley Arabian. Matchem was by Cade, mentioned above, and his dam was by Croft's Partner, a grandson of Byerley Turk, that has already been described. Eclipse was by Marske, a grandson of Blaze, by Darley Arabian, and his dam, Spiletta, was by Regulus, a son of Godolphin Arabian. The dam of Regulus was Grey Robinson, a daughter of Bald Galloway.

BALD GALLOWAY. This Bald Galloway was very successful as a sire of race winners. He got some of the most remarkable race horses of their day. One of



GEORGE WILKES



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them was called Buckhunter, and also known as Carlisle Gelding, was on the turf thirteen seasons, beginning in 1719, and ending in 1731. He was then eighteen years old. He won seventeen plates after he was fourteen years old, and broke a leg in 1731 in the second heat of a race, the first of which he had won. He was so ungovernable that he was castrated when young. The name of Bald Galloway appears in the pedigree of quite a number of famous race winners and successful sires. He got Roxana, the dam of Lath and Cade, already mentioned.

Bald Galloway received considerable attention from the late J. H. Wallace in his last work devoted to the horse, entitled "The Horse of America." Mr. Wallace finally disposes of him as follows:

The Bald Galloway was one of the most successful stallions of his day, and yet he was nothing in the world but a good representative of the old pacing Galloways of that portion of Scotland called Galloway.

Mr. Wallace speaks in high terms in the above named work of the English author, William Pick, and justly so, for every one who has read Pick's Turf Register must be impressed with the candor and absence of prejudice of the writer in every sentence of the work. On Page 10, Vol. I., of Pick's Turf Register, may be found the following:

The Bald Galloway (sire of Buckhunter) was bred by Captain Rider of Whittleberry Forest, Northamptonshire. He was got by a Barb of Monsieur St. Victor of France, well known to sportsmen by the name of the St. Victor Barb. His dam was a mare of Captain Rider, got by Mr. Fenwick's Whynot (son of his Barb). His grandam was a Royal Mare, etc.

Mr. Wallace was unable to find any trace of St.

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Victor Barb during his investigation in England, hence did not hesitate to declare him a myth. Had he carefully examined Mr. Pick's statement he would have observed that this Barb which got Bald Galloway was owned in France. If the French were as careful to preserve their records of running stock as were the English, he could probably have learned something concerning St. Victor Barb had he gone to France and searched the records there.

Some authors have confused Whynot, the sire of the dam of Bald Galloway, with Lord Onslow's Whynot, a son of Crab. Mr. Wallace very properly shows that the dam of Bald Galloway could not have been by the latter, because this Onslow's Whynot was foaled in 1744, while Bald Galloway was foaled as early as 1710 at latest, and probably earlier. But Pick states positively that the dam of Bald Galloway was Captain Rider's mare, and that she was by Fenwick's Whynot (son of his Barb). Whynot foaled in 1744, was bred by Sir John Phillips and sold to Lord Onslow. He was never owned by Mr. Fenwick, and his sire, Crab, was not a Barb.

It was not Mr. Pick's fault that the dam of Bald Galloway has, through mistake, been credited by some authors to Onslow's Whynot. Whynot that got the dam of Bald Galloway is not mentioned in Pick's Register, except as shown in the above quotation. It is highly probable that he, like St. Victor Barb, sire of Galloway, was owned in France. It is known that there were several Barbs in that country at different times. Among them were Curwen Bay Barb and Thoulouse Barb. Who this Mr. Fenwick was, and

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what Barb got Whynot that sired the dam of Bald Galloway, were probably known to Mr. Pick, or at least to some reliable person from whom he got the facts. Is it probable that the progressive breeders of England at that day could have been induced to mate their choicest mares with a representative of a pacing family for the purpose or with the expectation that the produce would prove winners at the running gait? The idea seems too absurd to be seriously considered. If Mr. Wallace got any information of that nature from a source that he believed to be trustworthy, is it not singular, to say the least, that he did not mention the author of the information that caused him to transform the breeding of Bald Galloway from pure Eastern stock, as given by the careful, well-informed, unprejudiced equine historian, Pick, to a pacer from Galloway, Scotland? It is customary when changing a pedigree which has stood as that of Bald Galloway has, for nearly two hundred years, to give at least part of the evidence upon which the change is authorized. The writer knows, from personal investigation, that the dam of Vermont Black Hawk, that was represented by the man who brought her to New Hampshire as a half-bred mare, raised in New Brunswick, and that now appears in Wallace's Trotting Register as a pacer, was never known to pace a step in her life.

The name of this Bald Galloway appears several times, remotely it is true, in the pedigrees of the most noted light-harness performers in America, from old Top Gallant to Lou Dillon, and *Pocahontas* to *Dan Patch*. Pick's Turf Register, Vol. I., also mentions

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a horse called Mixbury Galloway, that was got by Curwen Bay Barb. This Mixbury Galloway was on the turf in 1725, and won several plates at York that season, one of which was called the Galloway plate. He was a small horse, only 13.2 hands high. It is not known that he was in any way related to Bald Galloway.

The horse, which is the central figure in the foundation stock, and has played the most important part in the American trotter so far as the inclination to stick to the trotting gait is concerned, is imported Messenger. None of his get so far as known were trotters of note, probably because trotting sports were not in vogue in their day. Wherever his descendants were located, several of them at least planted seeds of trotting inclination, which, when dropped in favorable soil, germinated, grew, matured, and produced trotting fruit in abundance. Since trotting became a popular sport in this country, many horses have founded families of trotters that have flourished for a time and then died, or became absorbed by other more potent families, until today there are really but four families generally recognized as such. Two of those families were founded by descendants of imported Messenger, a horse of which we shall have more to say hereafter, and he was undoubtedly the most potent factor, or controlling element, so far as the trotting inclination and gait is concerned, in one of the others. These families are known as the Hambletonian, Mambrino Chief, Clay and Morgan. Among the other imported horses that have contributed largely to the extreme speed and superior racing qualities of the American trotter are Wildair,

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Diomed, Morton's Traveller, Sour Crout, Bellfounder (a Norfolk trotter), Trustee, Margrave, Glencoe. Consternation, Bonnie Scotland, Knight of St. George, etc.

IMPORTED MESSENGER. Imported Messenger was described as a grey horse about 15.3 hands high, with more substance than finish, but though a trifle coarse in appearance for a thoroughbred, a quality that he inherited from his paternal ancestors, he showed some most excellent points in his makeup. He had great lung capacity, while his loins and quarters, the machinery by means of which he was propelled, were as good as the best. His legs, joints and feet were also above criticism. He was a horse of unusual vigor, and possessed a very hardy constitution, which he transmitted with remarkable uniformity. He was bred by John Pratt in England and foaled in 1780. His sire was Engineer, by Mambrino, a son of Sampson, by Blaze, and he by Flying Childers. The latter was by Darley Arabian, and was the fastest race horse in England in his day.

The breeding of Messenger's dam, like that of Sampson, has been questioned, but is given as follows: By Turf, a son of Matchem, and he by Cade, a son of Godolphin Arabian; second dam, sister of Figurante, by Regulus, son of Godolphin Arabian; third dam by Starling, a son of Bay Bolton, etc. He traces in the paternal line directly to Darley Arabian through Mambrino, Engineer, Sampson, Blaze and Flying Childers. His pedigree also shows three crosses of Godolphin Arabian and five of Byerley Turk. Messenger may not have been thoroughbred. He probably was not. He was bred for a race horse, however, and although he

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probably inherited a cold cross from some source not far away, he was raced in England with moderate success for several years. He was not as successful upon the turf as either his sire, grandsire or great grandsire, yet the Racing Calendar shows that he won in all eight races, received two forfeits and lost six races. He was brought to America in 1788, and as early as May that season was advertised to stand for service in Philadelphia, Pa. He was used in this country exclusively for stock purposes, and stood at various places in Pennsylvania, New Jersey and New York. He died on Long Island, Jan. 28, 1808. He was liberally patronized from the first, and probably left a more numerous progeny than any horse of his day.

Only a very small proportion of Messenger's get were distinguished as race winners. Most of them were large, strong, useful horses, and highly prized as general purpose animals. Most of the travel in those days was by stage coach, and the get of Messenger were very valuable for that use. Many of his sons were kept for stock purposes, and his progeny soon became very numerous throughout the Middle and some of the Eastern States, particularly in Maine, where his son Winthrop Messenger did stud service several years. Some of Messenger's get showed excellent trotting action, and this characteristic was more marked in the get of his sons than in animals got by himself, and more in the get of his grandsons than in that of his sons. He did more in the way of perpetuating the inclination to trot than all the other stallions that have ever been brought to this country from England or any other quarter of the globe.

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IMPORTED WILDAIR. We will let Messenger rest awhile, and consider the qualities of some of the other imported stallions, whose names will be found closely linked and blood freely mingled with his, when the record-breaking American trotter is reached. One of these is Wildair, a bay horse, foaled in 1753, and got by Cade, a son of Godolphin Arabian. The dam of Wildair was by Steady, he was by the renowned Flying Childers, and his dam, Miss Belvoire, was an inbred Turk. Pick's "Turf Register" says that "Miss Belvoire was allowed to be the best mare of her time that ran at Newmarket, where she won the King's plate for mares." The second dam of Wildair was by Croft's Partner, already mentioned as the best grandson of Byerley Turk, and one of the very best horses in England in his day. His other ancestors, though well bred, were not descendants of either Byerley Turk, Darley Arabian or Godolphin Arabian.

Wildair was raced successfully in England as a four and five-year-old. He won an excellent four-mile race for horses of all ages, beating by more than a distance the Duke of Cumberland's Dan, by Regulus. He was bought and brought to this country by James Delancy not far from 1765. He was so highly esteemed in England that in 1773 he was bought by the English gentleman, Edward Leedes, Esq., and taken back to that country, where he was kept for stock purposes. He got several good racers in this country, one of which was Slammerkin, the third dam of Messenger's son, Mambrino, that sired Abdallah. The blood of Wildair, according to Joseph Battell, Esq., was also an element in the dam of Justin Morgan, founder of the noted

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Morgan family of horses. Wildair was the only imported stallion that the English breeders ever bought in America and took back to that country for stock purposes.

IMPORTED DIOMED. The next imported horse that claims attention, on account of his blood mingling with that of imported Messenger in many of the fastest American trotters and pacers ever produced, is Diomed. He is described as a solid chestnut, with some white on the heel of right hind foot; stood 15.3 hands, had plenty of substance and great muscular power. He was bred by Sir Charles Bunbury and foaled in 1777. His sire, Florizel, was by the renowned Herod and from a daughter of Cygnet, by Godolphin Arabian. Diomed's dam was a sister of Juno, a direct descendant in the paternal line of Alcock's Arabian. The second dam of Diomed was by Blank, and he was by Godolphin Arabian, from a daughter of Bartlett's Childers, a full brother of the renowned Flying Childers. Diomed's third dam was by Flying Childers, the fastest of the get of Darley Arabian, and the most renowned race horse in England in his day. An analysis of the pedigree of Diomed shows that he inherited seven crosses of Darley Arabian, six of Byerley Turk and two of Godolphin Arabian.

Diomed began racing as a three-year-old. He gained considerable distinction by winning the first Derby ever run in England. There were six other starters in this race. He also won four other good races that season, and received several forfeits. He was raced successfully as a four-year-old. He was on the turf



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four seasons, but was not so successful the last two seasons as the first two, although the last season out he won an excellent race for four-mile heats after losing the first to Lottery. Diomed went lame in his seven-year-old form, and was retired from the turf. He was kept for stock purposes in England until 1799, when he was sold for fifty guineas, but was bought not long afterward by Col. James Hoomes of Virginia for one thousand guineas. He died the property of Colonel Hoomes in 1808, being then thirty-one years old.

Though handicapped with an infirmity Diomed was more successful in England as a sire and perpetuator of race winning speed than was Mambrino, the sire of imported Messenger. The eminent author, Frank Forester (Henry William Herbert), a native of England and quite familiar with the horse stock, both of England and America, makes the following statement concerning Diomed in his interesting work entitled "The Horse of America," Vol. 1, page 175.

Diomed, by Florizel; dam by Spectator,—See General Stud Book, Page 193—was a very distinguished racer in England, the first winner of the Derby; and as a stallion, although placed in competition with Highflyer, Sir Peter Teazle, Rockingham, Pegasus, etc., was no less celebrated.

The above author then gives quite a lengthy list of the animals that Diomed got in England, between 1786 and 1794, one of which he describes as follows:

Gray Diomed, one of the most celebrated horses that ever ran in England, afterwards ran with such success in Russia, that several of his stock were sent for from that empire.

The stallions mentioned above with which Diomed was placed in competition were considered among the most successful sires of racing stock in England in

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their day. Highflyer was never beaten in a race, and was got by the renowned Herod. Sir Peter Teazle, generally called Sir Peter, was by Highflyer, and his dam inherited the blood of Darley Arabian, through both Flying Childers and Bartlett's Childers, also the blood of Godolphin Arabian, through his son Regulus, a horse that was never beaten in a race. Rockingham was also by Highflyer, and from a daughter of Cade, by Godolphin Arabian; next dam by Squirt, the son of Blaze, by Flying Childers, that got Marske, sire of the unbeaten English Eclipse, and Pegasus was a son of the renowned Eclipse.

As already stated, Diomed was sold in England at the ridiculously low price of fifty guineas. This low price was due to the fact that the horse was unsound. Colonel Hoomes evidently had great confidence in Diomed's ability as a sire, however, for he paid one thousand guineas for the son of Florizel in 1799, when the horse was twenty-two years old, and had him shipped to America. Col. Hoomes was a resident of Virginia, and the horse did stud service in that State until his death, which occurred in the same year as that of imported Messenger. The fact that Diomed proved the most successful sire of racing speed in America in his day, shows that Colonel Hoomes did not overestimate his ability as a sire of race winners. Among the best of his get were Sir Archy, Ball's Florizel, Potomac (that broke the two-mile record), Top Gallant, Hamlingtonian, Stump the Dealer, Hampton and Truxton. The latter was owned by President Andrew Jackson, and was more highly prized by him than any other of the several race horses that he ever owned.

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Col. S. D. Bruce, the best authority on American thoroughbreds, says that Florizel, by Diomed, had no equal in his day. He never lost a heat or paid a forfeit, and never felt the touch of whip or spur. The best of Diomed's get, however, was Sir Archy. The late John H. Wallace paid Sir Archy the compliment of being the "Godolphin Arabian of America." Sir Archy was beaten a few times when first raced, on account of sickness, but when he was four years old and fully recovered Sir Archy beat the best that he met so easily that his owners offered to match him for a large sum against any horse in the world in a four-mile heat race, and meet his competitor half way. The challenge was not accepted.

The relative rank of Diomed as a sire in this country is best shown by four tables published in 1844, by J. S. Skinner, author of Skinner's American Turf Register. These tables give the time made in the best races ever won in America from the earliest racing to the close of 1843, at one, two, three and four miles. The table of best records for one mile includes eighteen races. The winners of fourteen of these eighteen races trace directly in the paternal line to imported Diomed, and the winners of two of the other eighteen were from dams that were direct descendants of Diomed through their sires. The table of best races at two-mile heats contains thirty-one races. The winners of twenty-one of these were direct descendants in the male line of imported Diomed. The winners of two of the others were from dams that trace directly to Diomed through their sires. The third table contains twenty-four of the best races for three-mile heats. The winners of sixteen of

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these twenty-four races were by sires that were direct descendants of Diomed, and the winners of four of the others were from mares whose sires trace directly to Diomed in the paternal line. The table of best races at four-mile heats includes seventeen races. Animals that trace directly to Diomed through their sires won ten of these seventeen races, and three of the other winners were produced by mares that were direct descendants of Diomed. Here are ninety of the best races that were run in America up to 1844, and the winners of sixty-one, or a fraction more than two-thirds of them, were direct descendants of old Diomed, while the winners of eleven of the others were from mares that trace directly to Diomed through their sires, making a total of seventy-two out of ninety, or eighty per cent., of all these winners that carried the blood of the old Derby winner.

It seems almost incredible that a horse which was imported to this country in 1799, when twenty-two years old, could have so far surpassed all the other stallions in America as a progenitor of superior race horses, but such is the fact. Some have attempted to account for the remarkable showing made by Diomed's get, on the ground that there had been but few thoroughbreds imported up to the time that Diomed did stud service in America. The writer has carefully examined the list of thoroughbred stallions and mares that were imported to this country up to and including the year 1802. Diomed had then been in this country three years, and lived six years longer. The total number of thoroughbred stallions, which had been imported up to and including 1802, was two hundred and

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thirty, and one hundred and one of them were imported into Virginia, the State where Diomed did stud service. This number does not include several stallions that were imported previous to that date, and which were claimed to be thoroughbred, but whose names do not appear in the General Stud Book. Neither does it include a few that died shortly after landing, and before doing stud service in America. The total number of thoroughbred mares which had been imported up to that date was eighty-two, and forty-four of these were located in Virginia. This shows most conclusively that it was Diomed's superior merit rather than the lack of thoroughbred stallions in this country, and especially in Virginia, that enabled him, in forty-four years after landing in America, to beat all the other sires by a fraction more than two to one, as a progenitor of winners of the best races that had ever been run in America up to the close of 1843. The name of Diomed is found more frequently in the pedigrees of record breaking runners, trotters and pacers in this country than is that of any other animal.

OTHER IMPORTED STALLIONS. Morton's Traveller was a bay horse, foaled in 1747. His sire was Croft's Partner, the best son of Jigg, by Byerley Turk. The dam of Traveller derived most of her inheritance from Barbs, Arabians and Turks, but none of it came from Byerley Turk, Darley Arabian or Godolphin Arabian. Traveller's progeny were the best racers that were bred in Virginia in his day. He got Lloyd's Traveller, and the latter got True Briton, that sired the noted Justin Morgan, founder of the celebrated Morgan family of roadsters and trotters.

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Sour Crout was a bay horse foaled in 1786. His sire was the unbeaten Highflyer, by Herod, a direct descendant of Byerley Turk. The dam of Herod, as has already been stated, was inbred to Darley Arabian. Highflyer, as already stated, was never beaten in a race, and he sired three winners of the Derby. The dam of Highflyer was by Blank, a son of Godolphin Arabian, and his second dam was by Regulus, another son of Godolphin Arabian. The dam of Sour Crout was Jewel, by Squirrel; second dam by Blank, a son of Godolphin Arabian; third dam by Second, a son of Flying Childers, by Darley Arabian, and fourth dam by Basto, a son of Byerley Turk. By this it will be seen that Sour Crout was inbred to the three distinguished horses, Byerley Turk, Darley Arabian and Godolphin Arabian, to which the English thoroughbred is so largely indebted for his superior speed and other valuable racing qualities. A daughter of Sour Crout was mated with imported Messenger, and the produce was Mambrino, that got Abdallah, sire of Rysdyk's Hambletonian. Mambrino also got Mambrino Paymaster, sire of Mambrino Chief. Mambrino will receive more attention later on, but it will be well to bear in mind the inheritance of Sour Crout, sire of his dam.

Imported Bellfounder was a Norfolk trotter that was brought to Boston in 1822. He was a compactly made, round barrelled, strong quartered, smoothly turned horse, and a remarkably good gaited trotter. His sire, Old Bellfounder, was by Pretender, son of Fireaway, by Driver, he by Shales, a son of Blaze, by the famous Flying Childers, the fastest of the get of the Darley Arabian. The dam of Old Bellfounder (sire

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of imported Bellfounder) was by Smuggler, a son of Hue and Cry, by Scott Shales, and he by Shales, a son of the Blaze, by Flying Childers, named above. The sire of imported Bellfounder was inbred to Blaze, that got Sampson, the great grandsire of imported Messenger. Imported Bellfounder is chiefly distinguished as the sire of the Charles Kent mare, that produced Rysdyk's Hambletonian.

Imported Trustee was a chestnut horse, foaled in 1829, and imported into New Jersey in 1835. His sire was Catton, and Catton was by Golumpus; dam, Lucy Gray, by Timothy, he by Highflyer, described above, and his dam a daughter of Blank, by Godolphin Arabian. The second dam of Catton (sire of imported Trustee) was Lucy, whose sire was Florizel, the son of Herod, that got imported Diomed; Catton's third dam was Frenzy, by the invincible Eclipse, and his fourth dam was by Engineer, the grandsire of imported Messenger, his fifth dam being by Blank, son of Godolphin Arabian. It will be observed that some of the blood elements of the dam of Catton, the sire of imported Trustee, were kindred to those of both imported Messenger and imported Diomed, a fact which it will be well to bear in mind, as the Trustee blood nicked remarkably well with that of both Messenger and Diomed, as will be shown later. Golumpus, the sire of Catton, was by Gohanna, and his dam was by Woodpecker, a son of the famous Herod, whose blood elements, as already stated, combined the blood of Byerley Turk and Darley Arabian. Gohanna was by Mercury; dam by Matchem, a son of Cade, by Godolphin Arabian, and Mercury was by the world-renowned

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Eclipse, his dam being a daughter of Tartar, the sire of Herod. The blood of Byerley Turk, Darley Arabian and Godolphin Arabian was closely interwoven in both the sire and dam of imported Trustee.

Imported Margrave was a chestnut horse, foaled in 1829, and brought to this country in 1835. He was foaled the same year, and also imported the same year as Trustee. His sire was Muley, by Orville, a son of Benningbrough, and he by King Fergus, a son of the renowned Eclipse. The dam of Muley was by Whiskey, and he by Saltram, son of Eclipse. His second dam was the famous brood mare Young Giantess, by Diomed; third dam, by Matchem; son of Cade, by Godolphin Arabian; fourth dam by Babraham, son of Godolphin Arabian, beyond which is a cross of Byerley Turk, through Croft's Partner. The dam of Orville was by Highflyer, one of the best sons of Herod. He got Sour Crout, sire of the dam of Mambrino. The latter was the sire of Abdallah, etc. The next dam of Orville was by Sampson, the son of Blaze, that got Engineer, and he in turn got Mambrino, the sire of Imported Messenger. The next dam of Orville was by Regulus, a son of Godolphin Arabian. It will be seen by the above that the sire of imported Margrave derived a large share of his inheritance from Byerley Turk, Darley Arabian and Godolphin Arabian. The dam of Margrave was by Election, a son of Gohanna, and he by Mercury, a son of the famous Eclipse. This Gohanna, it will be remembered, was the great grand-sire in the paternal line of imported Trustee. The second dam of Margrave was by Hambletonian. This

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Hambletonian was by King Fergus, a son of the renowned Eclipse, and his dam was by Highflyer, already mentioned several times. His second dam was by Matchem, a famous son of Cade, by Godolphin Arabian. His third dam was by Delpini, a son of Highflyer; his fourth dam by Phenomenon, a son of Herod. The dam of Phenomenon was Frenzy, by the famous Eclipse, and Frenzy's dam was by Engineer, the grandsire of imported Messenger. The blood of imported Margrave nicked remarkably well with that of imported Messenger, and when the blood elements of the two horses are compared side by side, it will not be surprising to the student of the breeding problem that such was the case, for Messenger and Margrave had several strains of blood in common, other than those that they inherited through Sampson, the grandsire of Engineer.

Imported Glencoe was a golden chestnut in color, with both hind legs white, half way to the hocks, and a large star in the forehead. He was foaled in 1831. His sire, Sultan, traced straight to the renowned Herod through both sire and dam, and was also inbred to the unbeaten Eclipse. Glencoe's dam, Trampoline, traced directly to the famous Eclipse, both through her own sire and the sire of her dam. A careful analysis of the tabulated pedigree of Glencoe shows that he inherited no less than thirty-eight crosses of Godolphin Arabian, twenty-six of Darley Arabian and twenty-two of Byerley Turk. He first appeared on the turf as a three-year-old, and raced with fair success for two seasons. In 1835, Mr. James Jackson, a resident of the State of Alabama,

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sent an order to England to purchase the best stallion in the market. He named Plenipotentiary, Priam and Glencoe. The latter was bought for a large price, and was allowed to do stud service in England a part of the season of 1836, after which he was brought to Jackson, Alabama.

Consternation was foaled in 1841, and imported to America in 1846. He was a direct descendant in the paternal line of Godolphin Arabian, to which he was considerably inbred. He was also strongly inbred to Byerley Turk through Herod. He traced several times to the latter through Highflyer and twice through old Diomed. He was also considerably inbred to Darley Arabian, to which he traced twice through the famous Eclipse and once through Sampson, the great grandsire of imported Messenger.

Imported Bonnie Scotland was a bay horse, foaled in 1853. He was very strongly inbred to Darley Arabian, to which he traced no less than ten times through the famous Eclipse, and also twice through Engineer, the grandsire of imported Messenger. His pedigree shows numerous crosses of Byerley Turk, many of which were through Highflyer, one of the best sons of the renowned Herod. He also traces to Herod once through the famous brood mare Young Giantess, by old Diomed, and again through Fancy, a full sister of Diomed. His pedigree also shows that he inherited no less than thirty-four crosses of renowned Godolphin Arabian.

There were other imported horses whose names are occasionally found in the pedigrees of noted trotters, but with the exception of imported Paymaster, Expedition and Magnum Bonum, they do not occur with

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sufficient frequency to warrant the belief that they contributed greatly either to their speed, gameness or endurance. Both Paymaster and Magnum Bonum were inbred to Godolphin Arabian. They also inherited the blood of both Byerley Turk and Darley Arabian. With the blood lines before us of the imported horses that have played an important part in that wonderful family of horses, we are now prepared to consider the American trotter.

CHAPTER II.

THE EARLIEST TROTTERS.

Boston Blue. — Screwdriver. — Top Gallant. — Whalebone. — Dutchman. — Lady Suffolk and Others.

The first animal to gain a national reputation as a trotter in this country was called Boston Blue. It is a matter of history that in 1818 Boston Blue was matched for \$1,000 to trot a mile against time in three minutes. The horse won, and the performance at that time was considered nearly as wonderful as was that of Lou Dillon when she trotted a mile in two minutes at Readville in 1903. What would those who witnessed the performance of Boston Blue have thought had some one then predicted that in eighty-five years from that time an animal would trot a mile on a circular course in two minutes?

Boston Blue is described as a rat-tailed, iron gray gelding, about 16 hands high, but his breeding has never been made public. It is probable that he was a descendant of imported Messenger, very likely a grandson. He possessed great endurance. It is stated upon good authority that on several occasions he was driven from New York to Philadelphia in a day, and made

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the return trip in another day. He was finally taken to England, and there trotted eight miles in 28 minutes and 55 seconds. He also won several races at shorter distances.

It would appear by a table, published by the late J. H. Wallace, in Vol. 1 of his Year Book, issued in 1885, that a horse called Yankee trotted a mile in 2.59, on a half-mile track at Harlem, N. Y., in 1806, and that a chestnut gelding called Boston Horse trotted a mile in 2.48 1-2 at Philadelphia, Pa., in August, 1810. This table in which these names appear is the last of a series of tables found near the end of every Year Book, and is headed, "Fastest Records at Different Decades Since 1800." In that table the gray gelding Boston Blue is represented as a black gelding, and his name is given as Bolton Blue. It is probable that Yankee and Boston Horse, with the performances given in that table, existed only in the imagination of the author. It is also evident that the same author inserted Bolton Blue, black gelding, instead of Boston Blue, gray gelding, for a purpose known to himself, and not through an unintentional error. We would respectfully suggest to those who have charge of the Year Book that it would be well to investigate that table and change it so as to correspond with facts.

After the trotting ball was set rolling by Boston Blue in 1818, it rapidly gained momentum. Within ten years from that time trotting sport in the North had become somewhat common and quite popular. Its popularity, though interrupted by occasional seasons of depression, has continued to increase until it has now become recognized as the national sport of the

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United States, and has also gained a strong foothold among our worthy neighbors in some sections of Canada.

But little attention was paid at first to the blood lines of the earliest American trotters. When the pedigrees of the most noted of the early ones, such as Screw Driver, Top Gallant, Dutchman, Whalebone, Betsy Baker, Fanny Pullen, Daniel D. Tompkins and Lady Suffolk were investigated, the majority of them were found to be descendants of imported Messenger. Their sires were either sons or grandsons of Messenger and the most of them were inbred to the gray son of Mambrino. It is universally conceded by all well-posted, unprejudiced horsemen, that Messenger transmitted through his sons a stronger inclination to stick to the trotting gait than any other horse in America in his day. He was really the foundation of the unequalled American trotter of the present day, as will be shown later on.

The history of the descendants of the old-time trotters mentioned above would make an interesting chapter. It was fully related by the master reinsman, Hiram Woodruff, years ago, in a series of articles that first appeared in the Spirit of the Times, and later in book form under the title of "The Trotting Horse of America." Some old men have asserted that Hiram Woodruff never wrote those articles. It is true that he did not put them on paper with his pen. This was done by the late Charles J. Foster. Hiram Woodruff furnished the ideas, however, and the facts related were from his own personal knowledge and experience. He had a personal knowledge of all the horses that he

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described. Most of them had been trained or driven by him, and he had driven in races against the others. The matter in the body of that work was all submitted to and approved by Hiram Woodruff before it was published. Subsequent investigation showed that the breeding of a few of the animals, Top Gallant and Dutchman, for instance, were not given correctly, but it was given as had been represented.

TOP GALLANT. The old-time trotters possessed remarkable stamina. One of the most noted of the early ones was Top Gallant, a bay gelding foaled about 1810. In Hiram Woodruff's work Top Gallant was mentioned as a son of imported Messenger. Careful investigation, however, disclosed the fact that he was by Coriander, a son of imported Messenger, and that his dam was by Bishop's Hambletonian. The latter was also by imported Messenger, and his dam was Pheasant, a thoroughbred daughter of imported Shark. The latter was by Marske, the sire of English Eclipse. The dam of Shark was by Snap, a son of Snip, by Flying Childrens. The second dam of Shark was by Marlborough, a son of Godolphin Arabian. The second dam of Bishop's Hambletonian was by imported Medley. Top Gallant was first raced as a runner, but finally became a remarkable trotter. He was more than fourteen years old when it was discovered that he could trot fast. Most of his trotting races were from two to four mile heats. When twenty-four years old he was able to give the best trotters of that time all they could do to beat him, though he had a spavin on each hock. He won several races of three and four mile heats after he was twenty years old. One of Top Gallant's

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most troublesome competitors was Whalebone, and he, too, was an inbred Messenger.

WHALEBONE. Whalebone was by Bishop's Hambletonian, mentioned above as the sire of Top Gallant's dam. The dam of Whalebone was by Coffin's Messenger, he by imported Messenger and from a daughter of Feather. The latter was by imported Light Infantry, and he by famous English Eclipse. Top Gallant and Whalebone were the best trotters of their day. About the time that their racing careers ended, or their trotting powers began to wane, a greater than either of them appeared. This was Dutchman.

DUTCHMAN. The famous trainer, Hiram Woodruff, spoke of Dutchman as follows: "For the combined excellence of speed, bottom and constitutional vigor equal to the carrying on of a long campaign, and improving on it, he has had few, if any, equals, and certainly no superior. His time for three miles still stands the best on record."

Dutchman made a three-mile record against time of 7.32 1-2 to saddle at Beacon Course, N. J., August 1, 1839, and it still stands as the world's three-mile champion trotting record to saddle. The renowned Flora Temple (2.19 3-4) tried to beat it, but failed. The breeding of Dutchman was not known until after Hiram Woodruff's book was published. Through the investigations of the late J. H. Wallace it was finally brought to light, and he, too, proved to be an inbred Messenger. His sire, Tippoo Saib, Jr., was by a horse called Engineer, and this Engineer was by the gray son of imported Messenger that was known as Mambrino and also as Foxhunter. The dam of Dutchman



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was also by this same Mambrino (Foxhunter). The dam of this Mambrino, that got Engineer, sire of Tip-poo Saib, Jr., was by Pulaski, a thoroughbred son of Whynot. The latter was a son of imported Fear-naught. The second dam of Mambrino was by Wilkes, a thoroughbred son of imported Figure. His third dam was by True Briton, a thoroughbred son of imported Othello. This gray Mambrino must not be confounded with the bay son of Messenger by that name, which got Abdallah.

LADY SUFFOLK (2.29 1-2). About the time that Dutchman's fame as a trotter was at its height, Lady Suffolk appeared, and she was the first trotter to take a record of 2.30 or better, to harness. This wonderful mare was raced for fifteen consecutive seasons, and won in all eighty-three races. She made a record of 2.29 1-2 to harness, in a race against Moscow, at the Beacon Course, New Jersey, October 13, 1845. She won the first, second and fifth heats of that race in 2.34, 2.29 1-2, 2.36. Moscow got the third and fourth heats in 2.30, 2.34. Lady Suffolk took a record of 2.26 1-2 to saddle in the first heat of a race that she won at the Beacon Course, New Jersey, July 12, 1843. All of her races during the first five years were from two to four-mile heats. Lady Suffolk was the Goldsmith Maid of her day, so far as speed and endurance were concerned, and, like Goldsmith Maid, she was raced and won when several years older than most horses are at the time they are retired. All her races were against other horses. She was never started against the watch. Like Top Gallant, Whalebone and Dutchman, Lady Suffolk was an inbred Messenger.

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She was foaled in 1833. Her sire was Engineer 2d, a son of Engineer, by imported Messenger. The dam of Engineer 2d was by Plato, a thoroughbred son of imported Messenger. Plato was a full brother of Bishop's Hambletonian. The second dam of Engineer 2d was by Rainbow, a son of the noted thoroughbred, imported Wildair; the horse that after standing in this country for several years was bought by an English breeder of thoroughbred racing stock and taken back to England again for stock purposes. The dam of Lady Suffolk was by Don Quixote, a son of imported Messenger, and her second dam was by Rainbow, sire of the second dam of Engineer 2d. It will be seen by the above that Lady Suffolk inherited three crosses from imported Messenger. There were other fast trotters in those early days that were not known to be descendants of imported Messenger, but no two of them could be traced back to a common ancestor, as could the four named above, and several more like Fanny Pullen, Daniel D. Tompkins and Betsy Baker, all quite famous trotters in their day, and all by sons of imported Messenger.

No two of these noted Messenger trotters were by the same sire. The two that were most closely related were Top Gallant and Whalebone. The latter was by Bishop's Hambletonian, and so was the dam of Top Gallant. It is a fact worthy of note, and especially interesting to students of the breeding problem, that Engineer 2d, sire of the old time world's champion trotter, Lady Suffolk, had a very similar blood inheritance to that of old Top Gallant. The latter, as already stated, was by Coriander, a son of Messenger,

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and his dam was by Bishop's Hambletonian, another son of Messenger. The dam of Coriander (sire of Top Gallant) was by Allen's Brown Figure, and his second dam was by Rainbow, a son of imported Wildair. Engineer 2d, as above stated, was by Engineer, a son of imported Messenger. His dam was by Plato, and his second dam, like that of Coriander, was by Rainbow, the son of imported Wildair, that got the second dam of Top Gallant's sire, Coriander. Plato, that got the dam of Engineer 2d, was a full brother of Bishop's Hambletonian, sire of the dam of Top Gallant.

CHAPTER III.

HAMBLETONIAN AND HIS SONS.

Mambrino and Old Abdallah.—Rysdyk's Hambletonian.—Electioneer.—George Wilkes.—Happy Medium.—Alexander's Abdallah. — Volunteer. — Harold.—Dictator.—Aberdeen.—Egbert.—Strathmore.—Other Sons of Rysdyk's Hambletonian.

MAMBRINO AND OLD ABDALLAH. The first stallion to sire two trotters with records of 2.30 or better was old Abdallah, and he also got Rysdyk's Hambletonian, founder of the greatest family of trotters that the world has ever known or is ever likely to know. Abdallah was an angular, flat-sided horse, with a coarse head, long, heavy ear, straight neck and rat tail, was straight hipped and light quartered, or cat hammed, as described to the writer several years ago by a man who was a good judge of conformation, and who took care of the horse in 1849. Though unattractive in general appearance, all horsemen who knew Abdallah agreed that he showed lots of quality. He was a bay in color, with black points, and his coat was fine, short and glossy. His muscles were of fine grain, his bone of dense, ivory-like texture, his joints firm and sound, his legs clean and flat, with the cords and tendons

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standing out prominently, and he had good feet. Abdallah was never broken to harness, but was a clean, open-gaited trotter to saddle, and stood nearly 15.3 at the withers. He was foaled in 1823. His sire was Mambrino, a running bred son of imported Messenger. His dam, Amazonia, was a large, angular, raw-boned, coarse-headed, long-eared, flat-sided mare, not attractive when standing still, but a good-gaited, level-headed and very fast trotter for her time. The man who sold her as a four-year-old represented her to be a Messenger. She surely had the Messenger characteristics very strongly in gait, and strong circumstantial evidence indicates most conclusively that she was either by Saratoga, a son of Messenger, or by Dove, a son of Saratoga. It has been asserted by some who made a careful study of the facts that Abdallah derived more of his trotting quality from his dam, Amazonia, than from his sire, Mambrino. He certainly bore a stronger resemblance to his dam than his sire in general appearance. Amazonia was described as "a road mare of great distinction." Many who knew her said "without an equal in her day."

MAMBRINO. Mambrino, the sire of Abdallah, was a 16-hand bay, with star in forehead, and one white ankle behind. He was got by imported Messenger, and was foaled in 1806. His dam was by imported Sour Crout, he by Highflyer, and he by Herod. The second dam of Mambrino was by imported Whirligig; third dam, the famous Miss Slammerkin (also called Slammerkin and old Slammerkin), by imported Wildair; the fourth dam, the imported Cub Mare, by Cub. Mambrino was bred for a race horse, but for

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some cause did not race successfully. It may have been due to the influence of a cold cross, somewhere along the line of Messenger's remote ancestors. He was a good-gaited natural trotter, however, as will be seen by the following statement of Major William Jones, who bought Mambrino from his breeder when a four-year-old colt: "I have been the breeder of some, and the owner of many horses, and with the best opportunities of judging, having ridden him (he was never driven) many, many miles. I say with entire confidence, he was the best natural trotter I ever threw a leg over. His walk was free, flinging and elastic; his trot clear, square and distinct, with a beautiful roll of the knee and great reach of the hind leg."

Mambrino imparted the trotting action and trotting inclination to several of his offspring. The fastest of his get by the records was the old-time trotting mare, Betsy Baker, that took a record of 2.43 1-2 in the third heat of a race which she won at Centreville, L. I., October 5, 1842. Three of Mambrino's sons sired founders of trotting families, viz: Abdallah, Mambrino Paymaster and Almack. Abdallah sired three trotters and one pacer that made records in 2.30 or better, viz: the trotters, Sir Walter (2.27), Frank Forrester (2.30), and O'Blennis (2.30), and the pacer, *Ben Higdon* (2.27). At one time during his life Abdallah was the most popular trotting sire then living. He was taken to Lexington, Ky., in the winter of 1840, but the breeders there did not appreciate him, and he received so little patronage that he was returned to New York. He received but little patronage after

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coming back from Kentucky. The man who took care of him at one time stated to the writer that the cause of his lack of patronage late in life was the fact that many of his get, though good-gaited trotters, were inclined to pull too strongly on the bit when speeding on the road for the comfort of their drivers. It is said that the owner of Abdallah finally gave the horse to a farmer on Long Island, with the understanding that the farmer should care for the horse properly as long as the animal lived. The farmer became tired of his bargain, so the story goes, and sold the old horse to a fish peddler for thirty-five dollars. The fish broker hitched Abdallah to his cart, but the horse did not take kindly to that occupation and kicked himself free. The peddler then turned Abdallah loose, and he finally died on Long Island from neglect and starvation.

Several of the daughters of Abdallah were successful as producers of trotting speed. Seven of them in all produced standard trotters, and one of these trotters was the renowned Goldsmith Maid (2.14). Abdallah's daughters were very successful as producers of sires of standard speed. They produced in all thirty-two stallions that were the sires of 2.30 performers.

RYSDYK'S HAMBLETONIAN. The most distinguished of Abdallah's get was Rysdyk's Hambletonian, the greatest trotting progenitor that ever lived, and founder of the renowned Hambletonian family of trotters. Rysdyk's Hambletonian was bred by Jonas Seely of Sugar Loaf, Orange County, N. Y., and foaled in 1849. His sire was Abdallah, by Mambrino, and his dam was the Charles Kent Mare, by imported Bellfounder, whose breeding has already been given. The second

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dam of Rysdyk's Hambletonian was One Eye, by Bishop's Hambletonian, the running bred son of imported Messenger, that got the noted old-time trotter Whalebone, and also got the dam of that other famous old-time trotter, Top Gallant. This Bishop's Hambletonian was among the most successful of the get of imported Messenger as a race horse, and also as a sire of trotters. The third dam of Rysdyk's Hambletonian was Silvertail, by imported Messenger. His fourth dam was Jin Black, a large, clean-limbed, powerful black mare, with a bald face and two white feet. The breeding of Jin Black has never been made public. She had the appearance and characteristics of a thoroughbred. When young she was so "high strung" that she was inclined to be "contrary" and balky, but this infirmity was overcome by kind treatment, and she was finally induced to work kindly, doing general work on a farm, but the man who handled her said "they at first had to get an extra strong set of iron traces to prevent her from breaking them every day." Jin Black must have been an extra good mare and highly prized, or Mr. Seely would not have sent her to imported Messenger. Her daughter, Silvertail, by Messenger, was a very superior animal, and possessed remarkable endurance.

Mr. Jonas Seely, a man of unquestioned veracity, is authority for the statement that on several occasions Silvertail was ridden to saddle one hundred miles in a day, by his father; and on one occasion when he (Jonas Seely) was about ten years old, she carried his father to saddle with him up behind seventy-five miles in a day. It has never been stated that Silvertail possessed



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good trotting action or showed any inclination to stick to the trotting gait, but it has been stated upon the best of authority that she would gallop all day. This Silvertail, a daughter of imported Messenger and Jin Black, was mated with Bishop's Hambletonian, a running bred son of imported Messenger, and one of his most successful sons, both as a race winner and sire of trotting speed, and the produce was a brown filly, somewhat wilful, "rather hard to manage, when they came to break her." During the breaking process she had a stubborn fit one day, and her breaker knocked out one of her eyes, hence she was named One Eye.

Mr. Jonas Seely does not say anything about the trotting inclination or trotting action of One Eye. He did say, however, to the late J. H. Wallace, that Mr. Josiah Jackson, a brother-in-law of Mr. Seely, had her mated with the Norfolk trotter, imported Bellfounder, and the produce, the Charles Kent Mare, "showed a fine step as a trotter, and was sold to go to New York city at a good price." When this Charles Kent Mare was three years old her breeder, Mr. Jackson, sold her to Peter Seely for three hundred dollars. Mr. Seely sold her to a Mr. Pray for four hundred dollars; Mr. Pray sold her to a Mr. Chivers, a butcher in New York city, for five hundred dollars, and Mr. Chivers sold her to a New York banker for six hundred dollars. The banker drove her on the road until she finally got a hip knocked down, and was pretty badly used up. She was lame, and unfit for road use, and in this condition was sold to Charles Kent. After this she was known as the Charles Kent Mare, and was used for breeding purposes. In 1845 Mr. Kent sold this mare

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with a foal at foot, by Webber's Tom Thumb. He received for the mare and foal one hundred and thirty-five dollars. This mare produced three foals by Abdallah, two of which died before reaching maturity. The third, foaled in 1849, was the renowned Rysdyk's Hambletonian. In the summer of 1849, Mr. Seely sold the Charles Kent mare and her foal to William Rysdyk, who paid \$125 for the two. Mr. Rysdyk was then a young man, and in moderate financial circumstances, but this colt finally brought him quite a handsome fortune.

It appears from what has already been stated, that every one of the blood lines of Rysdyk's Hambletonian that is known came from good running bred ancestors, most of which were descendants of the Byerley Turk, the Darley Arabian and the Godolphin Arabian. He was very closely inbred to imported Messenger. His sire was undoubtedly inbred to imported Messenger, and his dam was from a mare that was certainly closely inbred to that horse.

Rysdyk's Hambletonian was a bay in color with black points, a star in the forehead and two white socks behind. He stood about 15.1 1-2 hands high at the withers, and considerably higher at the hips. His head was large and bony, his muzzle a trifle coarse, the profile of his face somewhat on the Roman order, and his ears quite large. He had a full, intelligent eye, and a forehead that indicated ample brain capacity. His neck was only of medium length, fairly clean at the jowls, and well set upon oblique and strongly muscled shoulders. His nostrils and windpipe were large, indicating good lung capacity. His withers were low and heavily muscled, making them somewhat

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thick and round instead of sharp. His barrel was long and as round as a log. He had a good back and coupling, long, smoothly rounded hips, a straight croup, tail set high, powerfully muscled quarters, strong gaskins, and clean, sound joints and limbs. Though his hind legs did not drop straight from the hock to the ground, they were not of the sickle conformation. He had a beautiful glossy coat, and his muscle was of the compact, fine-grained quality.

Rysdyk's Hambletonian was a natural, square-gaited trotter. He was handled some for speed as a three-year-old, and it was stated upon good authority that in the fall of his three-year-old form he trotted a mile in public in 2.48. It has been stated by parties who were unfriendly to the horse that the time of this mile was 3.12, but at least one reliable man, who timed the mile, said it was trotted in 2.48, and this man was not a partisan of the horse. He was never trained for speed after that season. A horseman of large experience and excellent judgment in regard to speed, who knew Rysdyk's Hambletonian well, and had ridden behind him, has stated that the horse could, and, in his judgment, did show a 2.40 clip hitched to road wagon. It is not of the slightest consequence, however, at this late day, whether he was a fast trotter or not. His services were in such demand that his speed could not have been developed any after he was three years old. The Year Book shows that he surpassed all other stallions of his day in transmitting and perpetuating the inclination to stick to the trotting gait.

Hambletonian possessed a remarkably hardy constitution, and few horses that ever lived have exhibited

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equal vigor, or left so large a number of foals. He began his stud career when but two years old, and with the exception of the season of 1868, when he was nineteen years old and sick, he continued to do stud duty until his death, which occurred at Chester, N. Y., March 27, 1876. The following table shows the enormous patronage that he received during his life. This table was published in J. H. Sanders' work entitled "Horse Breeding," and is believed to have been copied from Hambletonian's stud book, as kept by the owner of the horse.

Years.	Mares. covered.	Per cent. of foals.	Foals dropped.	Service fee.
1851	4	75	3	Free.
1852	17	76	13	\$25
1853	101	78	78	25
1854	88	70	62	35
1855	89	72	64	35
1856	87	73	64	35
1857	87	72	63	35
1858	72	75	54	35
1859	95	70	66	35
1860	106	68	72	35
1861	98	69	68	35
1862	158	70	111	35
1863	150	61	92	75
1864	217	67	148	100
1865	193	67	128	300
1866	105	71	75	500
1867	72	58	42	500
1868
1869	22	81	18	500
1870	22	72	16	500
1871	30	80	26	500
1872	30	80	24	500
1873	31	65	20	500
1874	32	75	24	500
1875	24	8	2	500

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It appears from the above table that the total number of foals got by Rysdyk's Hambletonian was 1333. During the fifteen seasons, beginning when he was four years old, in 1853, and ending with the season of 1867, he got 1187 foals, an average of seventy-nine each year. The number of his foals that took records of 2.30 or better is forty, all trotters, the fastest of which is the old-time world's champion, Dexter, (2.17 1-4). Hambletonian is now credited with one hundred and fifty sons, that have sired 1487 trotters, and two hundred and twenty pacers which have made records in standard time, while eighty of his daughters have produced one hundred and ten standard trotters and seven standard pacers, a total of 1824.

Seven of the sons of Rysdyk's Hambletonian surpassed him as sires of 2.30 performers, and another just equalled him in that respect. In addition to their 2.30 trotters all of these eight sons have sired several pacers that have made standard records. These eight sons of Rysdyk's Hambletonian, with figures representing their number of 2.30 trotters, are given below, together with the breeding of their first and second dams.

Electioneer, b. h., foaled 1868; dam, Green Mountain Maid, by Harry Clay (2.29); second dam, Shanghai Mary, undoubtedly by Iron's Cadmus.....	165
Happy Medium, b. h., foaled 1863; dam, Princess (2.30), by Andrus' Hambletonian; second, dam, Wilcox Mare, by Burdick's Engineer.....	87
George Wilkes, br. h., foaled 1856; dam Dolly Spanker, by Henry Clay; second dam, Telegraph, by Baker's Highlander	72
Egbert, b. h., foaled 1875; dam, Camptown, by Messenger Duroc; second dam, Miss McLeod, by Holbert Colt, son of Hambletonian.....	67

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Strathmore, b. h., foaled 1866; dam, Lady Waltermire, by North American; second dam by Harris' Hambletonian	54
Aberdeen, b. h., foaled 1866; dam, Widow Machree (2.29), by Seeley's American Star; second dam, Duryea Mare, by Pintlar's Bolivar.....	49
Dictator, br. h., foaled 1863; dam, Clara, by Seeley's American Star; second dam, McKinstry Mare.....	46
Harold, b. h., foaled 1864; dam, Enchantress, by old Abdallah; second dam, untraced.....	40

ELECTIONEER. Electioneer sired a greater number of 2.30 trotters than any other two sons of Rysdyk's Hambletonian. The Year Book credits him with but one hundred and fifty-eight. The books of the National and American Trotting Associations, however, credit him with one hundred and sixty-five. The compilers of the Year Book do not dispute the records of the seven whose names do not appear in Electioneer's list in that work, but reject them because they were not made strictly in accordance with the rules suggested by Mr. Wallace, who was proprietor of the Year Book and Register when many of these records were made. The total number of foals got by Electioneer, including about forty that he got while at Stony Ford, was a few more than four hundred or less than one-third the number got by his sire, Rysdyk's Hambletonian, yet his number of 2.30 trotters is more than four times that got by Rysdyk's Hambletonian.

Electioneer was bred by Charles Backman, proprietor of Stony Ford Farm, Goshen, N. Y., and foaled May 2, 1868. Late in the fall of 1876 he was bought for \$12,500, by Governor Leland Stanford, proprietor of the famous Palo Alto breeding establishment, Menlo Park, California. He was a dark bay horse

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with both hind feet and pasterns white, 15.2 hands high at the withers, and an inch higher at the hips. He was a compactly made, smoothly turned animal, with a well proportioned, fair sized, brainy head, good shoulders, round barrel of good length, excellent back, strong loin and powerfully muscled quarters, gaskins and forearms. His joints were sound and clean, his legs and feet naturally first-class. He was well proportioned all over, well finished and showed considerable quality. He was broken to harness as a three-year-old, and though worked but little showed a quarter in thirty-eight seconds that season to wagon. Though never developed and conditioned for racing he was a good gaited, good headed, natural trotter, and showed quarters in thirty-five seconds, or better, in his exercise on the Palo Alto Farm track. He died at Palo Alto, Dec. 3, 1890, from muscular rheumatism.

The dam of Electioneer, Green Mountain Maid, was a good-gaited trotter, and showed very fast in the lot. She was of a highly nervous temperament, and was never broken to use in harness. She was a small, wiry, active animal, only about fifteen hands high. Her sire, Sayre's Harry Clay (2.29), was by Neave's Cassius M. Clay, Jr., and his dam was by imported Bellfounder, the Norfolk trotter that got the dam of Rysdyk's Hambletonian. The dam of Green Mountain Maid was very blood-like in appearance, a fast trotter for her day, and was called Shanghai Mary. It has been stated upon apparently good authority that Shanghai Mary trotted a mile in 2.28. Her breeding has never been fully established, but there is strong circumstantial evidence, which tends to prove quite conclusively,

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that her sire was Iron's Cadmus, and that her dam was running bred. Iron's Cadmus is recorded in Bruce's American Stud Book as by Cadmus (sometimes called Beech's Cadmus); dam by Brunswick, a son of Sumpter, by the famous Sir Archy. Cadmus, the sire of Iron's Cadmus, was by the renowned four-mile race winner, American Eclipse, and his dam, Die Vernon, was by Ball's Florizel, the son of imported Diomed, that got the dam of the successful race horse, Boston. American Eclipse was by Duroc, son of imported Diomed, and his dam was Miller's Damsel, by imported Messenger. Miller's Damsel was the best race winner that imported Messenger ever got. Her dam was bred in England, and got by Pot-8-o's, a son of the famous English Eclipse. Pot-8-o's sired three winners of the famous English Derby. The second dam of Miller's Damsel was by Gimcrack, a son of Cripple, by Godolphin Arabian. Her third dam was by Snap, son of Snip, by Flying Childers; her fourth dam by Regulus, son of Godolphin Arabian, and her fifth dam by Bartlett's Childers, full brother of Flying Childers. It will be remembered that a son of Bartlett's Childers, called Squirt, got Marske, sire of the unbeaten English Eclipse.

Electioneer sired a greater number of champion trotters than have been sired by all the other sons of Rysdyk's Hambletonian. During his first season at Palo Alto, Electioneer got Fred Crocker, that in 1880 reduced the world's champion trotting record for two-year-olds to 2.25 1-4. Sons and daughters of Electioneer have held the world's champion trotting record from that day to the present time. In 1891 it was

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lowered to 2.10 3-4 by Arion, where it now stands. The world's three-year-old champion trotting record was reduced five times by two daughters and a son of Electioneer. The world's champion four-year-old trotting record was reduced six times by three different daughters of Electioneer. The world's champion yearling trotting record has been reduced five times by two different daughters and a grandson of Electioneer. This grandson of Electioneer was Adbell, that placed it at 2.23, where the yearling trotting record now stands. Palo Alto, by Electioneer, reduced the world's champion stallion record to 2.08 3-4 in 1891. All the above champion trotters, except Adbell, were trained and driven to their records by one man, the veteran trainer, Charles Marvin.

Several of the sons of Electioneer have also sired trotting champions at different ages. Electioneer is now credited with ninety-nine sons that have sired eight hundred and seventy-four standard trotters and two hundred and twenty-five standard pacers. He is also credited with ninety-three daughters that have produced one hundred and thirteen trotters and sixteen pacers, that have taken records in standard time. The total number of standard performers sired by Electioneer's sons and produced by his daughters to the close of 1903 was 1250.

GEORGE WILKES (2.22). George Wilkes was bred by Colonel Felter of Newburgh, N. Y., and foaled in 1856. His dam, Dolly Spanker, was a noted road mare, about 15.2 hands high, brown in color, with white hairs mixed through her coat; foaled in 1847 or 1848, sired by Henry Clay, son of Andrew Jackson. Dolly Spanker's dam

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was Telegraph, a very superior roadster, by Baker's Highlander, son of Paul's Highlander, by Kellogg's Highlander, by Sherman Morgan, son of the original Justin Morgan. It is claimed that the dam of Telegraph was imported from England and was running bred. Dolly Spanker died shortly after giving birth to George Wilkes, and the latter was raised on cow's milk. He was small and somewhat puny at first. He was a family pet or cosset until he was two years old or upwards, and then answered to the name of Billy. When two years old he was rather small for his age and somewhat shaggy in appearance, but finally developed into a well-proportioned, smoothly turned horse, 15.1 hands in height, and was higher behind than forward. At maturity he was well supplied with muscles of the hard, fine-grained quality. His quarters and gaskins were particularly strong. He was a brown color, with tan muzzle and flanks, and his right hind foot and ankle were white.

By some George Wilkes was pronounced a very handsome horse. It was generally acknowledged in those days that Ethan Allen (2.25 1-2) was the handsomest and most stylish horse in harness that could be found. The noted horseman Dunn Walton knew both Ethan Allen and George Wilkes well. Mr. Walton is a born horseman, and one of the best judges of trotting stock in this country. He was as firm a friend of Ethan Allen (2.25 1-2) as that handsome son of Vermont Black Hawk ever had. During an interview with Mr. Walton several years ago he stated to the writer that in his judgment George Wilkes was fully as handsome as Ethan Allen, but added that "Ethan Allen was the best

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gaited trotter and most perfect road horse that he ever saw." It is evident that George Wilkes lacked the proud bearing, elegant poise and elastic step which distinguished Ethan Allen and captivated the general public.

When three years old George Wilkes was broken to harness, and soon gave promise of becoming a fast trotter. He was placed in the hands of the well-known trainer, Horace Jones, who agreed to keep the colt and develop his speed for a half interest in him. He soon attracted considerable attention from horsemen by his gait, speed and strong inclination to stick to the trot. Mr. Z. E. Simmons, then of New York city, bought the colt when about four years old, paying \$4000 cash and another horse, if report was correct. Mr. W. L. Simmons, a brother of Z. E., bought an interest in the horse not long afterwards, and finally became his sole owner.

The first race won by this remarkable son of Rysdyk's Hambletonian was at Fashion Course, L. I., August 1, 1861. He was then called Robert Fillingham. There were two other starters, and it was a four-heat race. Robert Fillingham won the first, third and fourth heats in 2.33, 2.33 1-4, 2.34 3-4. In 1865 his name was changed to George Wilkes. He was raced every season from 1861 up to and including the season of 1872. He defeated many of the very best trotters of his time. He beat American Girl (2.16 1-4) once to wagon; Lucy (2.18 1-4) three times to harness, and Lady Thorn (2.18 1-4) once to wagon and twice to harness. His record, 2.22, was made in the second heat of a four-heat race that he won at Providence, R. I., October 13, 1868, and it was then the world's champion record for

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trotting stallions. He started in sixty-nine races in all, and won first money in twenty-eight of them. The total amount of his winnings in purses was \$50,150. He won fifty-six heats in 2.30 or better. He was much faster than his record indicates. It is stated upon apparently good authority that in his six-year-old form he trotted a mile in 2.19 1-4 and repeated in 2.17 1-4, also that he trotted a half to wagon in 1.04 1-2, and a quarter in 29 seconds.

George Wilkes' trotting action, especially behind, was unlike that of any other trotter of his day. The late Charles J. Foster, who was an experienced horseman, as well as a very entertaining writer, stated that "George Wilkes' hind leg when straightened out in action, as he went at his best speed, reminded him of that of a duck swimming." Another horseman said that when trotting he could reach his hind leg further back of the sulky, and hold it there longer than any other trotter he ever saw. It is evident that he was one of the most honest trotters that lived in his day, and at times suffered from cruel abuse. A man whom we have known for years, and whose word can be relied upon, says that a wire was braided into the lash of the whip with which George Wilkes was driven in his races, and he saw the whip applied so severely that the blood trickled down upon his legs after the heat was finished, and yet the horse did not break from a trot. He did not allow strangers to become familiar with him, and it has been said that he would run back faster and farther to kick another horse than any other stallion then living. His son, Kentucky Wilkes (2. 21 1-4), resembled him somewhat at times in this respect.

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In 1873 the late W. H. Wilson prevailed upon Messrs. Simmons to let him take George Wilkes to Kentucky and stand him for stock purposes. The horsemen there were not inclined to patronize him at first on account of his lack of size. Mr. Wilson was a hustler, however, and by breeding some of them on shares got a fair number of mares. The Messrs. Simmons finally moved to Kentucky. Mr. W. L. Simmons, who had secured Z. E. Simmons' interest in George Wilkes, established a breeding farm known as Ash Grove, near Lexington, and it was here that George Wilkes spent the last years of his life. The horse died from pneumonia at Ash Grove, May 28, 1882. He was used but little in the stud before going to Kentucky, and probably got all told not more than four hundred and fifty foals. W. H. Marrett (Vision) informed the writer that Mr. Simmons gave the number of his foals as about four hundred.

At the close of the season of 1903 George Wilkes was credited with one hundred and two sons that had sired 1,813 trotters and eight hundred and thirty-two pacers with standard records; also with one hundred and one daughters that had produced one hundred and thirty-two standard trotters and forty-seven standard pacers. His sons had at that time sired and his daughters produced a total of 2,824 standard performers. The sons and daughters of Rysdyk's Hambletonian sired and produced 1,824 standard performers, just 1,000 less than those of George Wilkes.

It appears from the above that while the number of George Wilkes' sons and daughters that took standard records are not one-half the number of those got by

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Electioneer, yet he has proved far superior to Electioneer as a perpetuator of trotting speed. None of the sons and daughters of George Wilkes were ever distinguished as holders of world's champion records, however. The fastest of his get was Harry Wilkes, trotting record 2.13 1-2. There are world's champion pacers among his progeny, however. *Dan Patch* (1.56), the fastest pacer yet produced, is inbred to him. *Joe Patchen* (2.01 1-4), the sire of *Dan Patch*, was got by Patchen Wilkes (2.29 1-2), a son of George Wilkes. Wilkesberry (2.30), that got the dam of *Dan Patch* (1.56), was by Young Jim, a son of George Wilkes. There is no other trotting strain from which so good results have been obtained in late years by close inbreeding as that of George Wilkes.

HAPPY MEDIUM (2.32 1-2). Happy Medium ranks next to Electioneer among the sons of Rysdyk's Hambletonian as a sire of 2.30 trotters, with eighty-eight to his credit. He was bred by R. F. Galloway, Suffrens, N. Y., and foaled in 1863. His dam was the famous trotting mare Princess (2.30), that was at one time the property of the father of C. K. G. Billings, who now owns the world's champion trotter, Lou Dillon (1.58 1-2). Princess was by Andrus Hambletonian, a son of Judson's Hambletonian, and he by Bishop's Hambletonian, the running bred son of imported Messenger, that got the famous old-time long distance trotter Whalebone. He also got the dam of that other wonderful old-time trotter, Top Gallant, and later got the second dam of Rysdyk's Hambletonian. The dam of Andrus Hambletonian was by Well's Magnum Bonum, a son of imported Magnum Bonum. This

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Well's Magnum Bonum was owned in Washington county, N. Y., where he stood for stock purposes for a number of years. He also did service at several towns in Vermont. The Register gives the dam of Andrus Hambletonian as untraced, but a trustworthy gentleman, who knew the mare well, stated positively that she was by Old Magnum Bonum, as Well's Magnum Bonum was called to distinguish him from his sons.

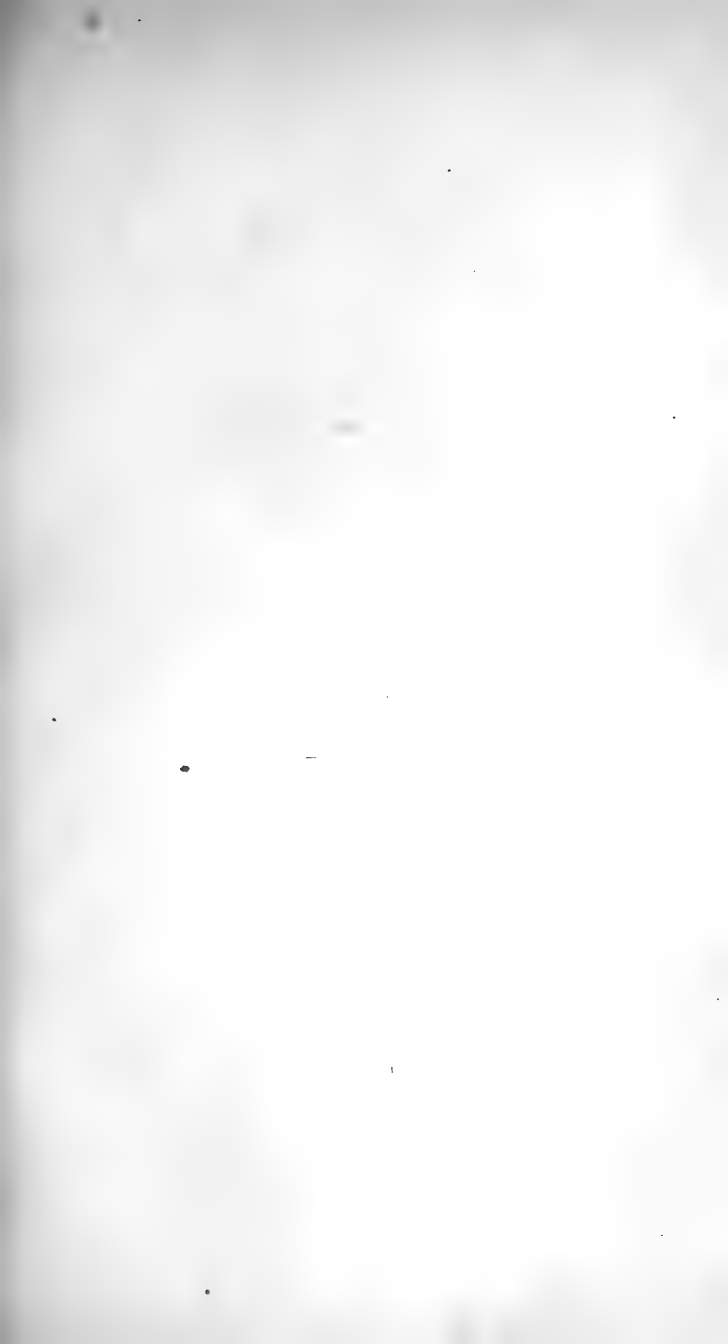
Judson's Hambletonian, the sire of Andrus Hambletonian, was also from a daughter of Well's Magnum Bonum, making Andrus Hambletonian inbred to this son of imported Magnum Bonum. This imported Magnum Bonum was very strongly inbred to the famous Godolphin Arabian, through some of the best sons of the latter. He was got by the renowned Matchem, whose sire was Cade, by Godolphin Arabian, and his dam was by Croft's Partner, the best grandson of the famous Byerley Turk. Tartar, a son of Croft's Partner, was the sire of Herod, one of the most famous sires of winners in England in his day. The dam of imported Magnum Bonum was by Regulus, one of the very best sons of Godolphin Arabian. Regulus was one of the best race horses of his day. Pick's Turf Register says that "Regulus at six years old won eight Royal Plates and another Plate the value of which was given at 50 pounds English money. He was never beaten and was much superior to any other horse of his time." The dam of Princess was the Isaiah Wilcox mare, and her sire was Burdick's Engineer, a son of Engineer, by imported Messenger. Beyond that nothing is known of Princess' breeding. She was inbred to imported Messenger, and was also inbred to imported

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Magnum Bonum. The record of Princess (2.30) gives but a faint idea of her speed and racing qualities. She was among the fastest trotters of her day, and nearly the equal in speed of the renowned old-time world's champion trotter Flora Temple (2.19 3-4). The latter was foaled in 1845 and Princess in 1846.

Princess was once matched to trot two ten-mile dash races against Glencoe Chief. The first was to wagon, for \$36,500. This race came off in California, March 2, 1859, and was won by Princess in twenty-nine minutes ten and three-quarters seconds. The race to harness was for \$5,000 and took place the day following the wagon race, March 3, 1859. This race was also won by Princess in twenty-nine minutes, sixteen and one-quarter seconds. Princess was then brought East and at the Eclipse, Long Island, course, June 23, 1859, she beat Flora Temple in a race of two mile heats, best two in three, time 5.02-5.05. Princess met Flora Temple several times afterwards during that season, but did not beat her again. It was she, however, that forced Flora Temple to the world's trotting record, 2.19 3-4, in the third heat of a race at Kalamazoo, October 15, 1859.

Happy Medium was a handsome bay horse with both hind feet, pasterns and ankles white, a small star in his forehead and a snip on his nose. He stood 15.3 hands in height, and in general conformation bore quite a close resemblance to his renowned sire, but was somewhat better finished than Hambletonian at some points, especially his head and muzzle, and he was a trifle more rangy than his sire. He was a natural trotter and good gaited. He was handled some for speed





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HAPPY MEDIUM

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when young and was raced a little. He won a four-year-old stallion race at Goshen, N. Y., September 11, 1867, beating two competitors in 2.54, 3.00. He also beat one other horse in a race as a five-year-old at Goshen, N. Y., September 3, 1868, and lowered his record to 2.51. On September 15, 1869, he distanced Guy Miller and Honesty at Paterson, N. J., in 2.34 1-2, 2.32 1-2. It is claimed that Happy Medium was trained but eight days for this race. This was his last public race. His breeder, Mr. Galloway, stated that he drove Happy Medium quarters in 35 seconds to wagon carrying two hundred and fifty pounds. In 1871 Mr. Galloway sold Happy Medium to the late Robert Steel of Cedar Park, Philadelphia, for \$25,000. He stood at the head of the stud there until the fall of 1879, when Mr. Steele sold the horse to General Withers, then proprietor of the Fairlawn Farm, Lexington, Ky. Happy Medium did stud duty at Fairlawn until his death, which occurred January 25, 1888.

Happy Medium was well patronized, and left an extensive and valuable progeny. The most noted performers among his get were Nancy Hanks, that lowered the world's champion trotting record to 2.04, at Terre Haute, Ind., September 28, 1892, and Maxie Cobb, that reduced the world's champion record for trotting stallions to 2.13 1-4 at Providence, R. I., September 30, 1884. Happy Medium is now credited with sixty-six sons that have sired two hundred and sixty-four trotters and one hundred and twenty-seven pacers with standard records; also with seventy-four daughters that have produced eighty-nine trotters and twenty-seven pacers that have made records in standard time.

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His son, Pilot Medium, has proved even more successful than Happy Medium himself as a sire of standard performers. Pilot Medium at the close of 1903 was credited with ninety-nine trotters and twenty-three pacers that had made standard records, a total of one hundred and twenty-two. For some reason, however, the sons of Pilot Medium up to the present time seem to lack perpetuating or breeding-on capacity. At the close of 1903 he was credited with twenty-two sons that were the sires of thirty-three trotters and twenty-two pacers which have made standard records.

ALEXANDER'S ABDALLAH. The other sons of Rysdyk's Hambletonian, that sired world's champion trotters, are Alexander's Abdallah, Volunteer, Dictator and Harold. Alexander's Abdallah, opportunities considered, was the most remarkable son of Rysdyk's Hambletonian. He was bred by Lewis J. Sutton, Warwick, N. Y., was one of the three foals that Rysdyk's Hambletonian got in his two-year-old form, and was foaled September 22, 1852. His dam was known as Katy Darling. Major Edsall, who bought Alexander's Abdallah when seventeen months old, made the following statement concerning this mare, and it was published in Wallace's Monthly for May, 1877:

Katy Darling was a bay mare a little over fifteen and three-quarters strong; got by Bay Roman, a horse that ran races West and stood in Dutchess County, and Katy Darling went from there to New York. She trotted on Long Island, N. Y., when four years old, in 2.40, and that winter was harnessed double with Mendham Maid, but got her foot fast in the railroad track and broke her ankle. Lewis Sutton of Warwick went to New York, brought her to Newburg, and from there to Chester, and left her. In July or August she

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was stinted to Hambletonian. The summer that this colt by Hambletonian was fifteen months old, Katy Darling was brought to Goshen, N. Y., entered in a race to saddle, mile and repeat, on the road, against Blue Bug, a horse that could trot in 2.50, and two others; she was then lame, but beat the field a long distance and was a genuine trotter.

We are inclined to think that the size given above, fifteen and three-quarters, was an unintentional error, and that the height of Katy Darling did not much exceed 15.1 hands. All agree that she was a natural trotter of more than ordinary speed. It was understood then that her sire was Bay Roman, a son of imported Roman, dam by Young Mambrino, also known as Thompson's Mambrino, that was got by Mambrino, the son of Messenger that got Abdallah.

The dam of Thompson's Mambrino was by Duroc, a son of imported Diomed. The dam of Bay Roman is given in Helm's Work as the Pinckey mare, said to be by Hickory, whose dam was also by Mambrino. This pedigree has never been established, but there is nothing improbable about it. Had any one been disposed to manufacture a fictitious pedigree for Katy Darling it is unlikely that he would have selected such as the above.

After General Withers bought Alexander's Abdallah's son, Almont, some one suggested that Katy Darling was by a son of Andrew Jackson, probably Long Island Black Hawk. General Withers and General Tilton employed a man at considerable expense to investigate the matter and learn whether such was the case or not. This was done, and the man finally submitted what purported to be facts tending to show that Katy Darling was a daughter of some son of Long

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Island Black Hawk. The evidence was submitted to General Withers, who examined it carefully, but being an honest man, as well as a lawyer and a judge of evidence, he rejected it, and always continued to give the dam of Alexander's Abdallah in his catalogue as said to be Bay Roman, a son of imported Roman.

Alexander's Abdallah was a born trotter. Mr. Sutton, his breeder, is authority for the statement that when the colt was one year old no man about his place could run so fast as the colt, led to bridle, could trot. When about seventeen months old this colt was bought in partnership by Mr. Hezekiah Hoyt and Major J. S. Edsall, at a price somewhere between three hundred and fifty dollars and five hundred dollars. Major Edsall finally became his sole owner and he was then named Hambletonian, Jr. He was also known as Edsall's Hambletonian. In the winter of 1859 Major Edsall sold the horse to James Miller and Joseph Love of Kentucky for about three thousand dollars. The horse was taken to Cynthiana, Ky., about the first of March, 1859, being then seven years old. He made four seasons at Cynthiana, and in the fall of 1862 became the property of R. A. Alexander, the founder of famous Woodburn Farm, near Lexington, Ky. Mr. Alexander gave the stallion Forest Temple and two thousand dollars cash in exchange for the son of Rysdyk's Hambletonian and placed him at the head of the stud in the trotting department at Woodburn Farm. After becoming the property of Mr. Alexander the name of the horse was changed to Alexander's Abdallah. He died in the spring of 1865. The circumstances attending his death are minutely recorded in

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Helm's American Trotters and Roadsters as follows:

On the second day of February, 1865, about 6 o'clock p. m., a band of guerrillas under one Marion visited Woodburn and took several horses, among them Bay Chief, a son of Mambrino Chief, and Abdallah (Alexander's). They encamped about 12 miles from Woodburn, where they were attacked by a Federal force early the next morning and routed, the horses being recaptured. Bay Chief was shot in several places during the fight, and died from his wounds in about ten days. Abdallah was seized by a Federal soldier, who refused to release him. The horse was unshod and in no condition for severe usage; nevertheless, in this plight he was ridden by the soldier over the roughest of stony and hilly roads, nearly fifty miles that day, and, becoming exhausted, was turned loose on the highway, where he was found the next day in a most deplorable state. He was taken to Lawrenceburg, but could go no further. Here he was seized with pneumonia, from which he died in a few days.

In his four-year-old form Alexander's Abdallah got Goldsmith Maid (2.14), the most remarkable trotter ever produced. This mare was foaled in 1857 and was first raced in 1865, under the name of Goldsmith Mare. She was raced every year after that up to and including the season of 1877. When she first came out the world's champion trotting record was 2.17 1-4 and was held by Dexter. In 1871 Goldsmith Maid lowered it to 2.17. In 1872 she lowered it to 2.16 3-4. In 1874 she lowered it four times, first to 2.16, at East Saginaw, Mich., July 16; then to 2.15 1-2 at Buffalo, N. Y., August 7; to 2.14 3-4 at Rochester, N. Y., August 12; and to 2.14 at Mystic Park, Boston, September 2. This stood as the world's champion trotting record until Rarus lowered it to 2.13 1-4 at Buffalo, N. Y., August 3, 1878. This calls to mind the fact that in the Table of Champion Trotters in the Year Book the record of

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Rarus has been given as 2.13 3-4 ever since 1893, a clerical error that should be corrected. Goldsmith Maid equalled her record at Belmont Park, Philadelphia, June 23, 1876. At Chico, Cal., May 19, 1877, she beat Rarus in 2.19 1-2, 2.14 1-2, 2.17, a truly wonderful performance for a mare then past twenty years old. She trotted in all three hundred and thirty-two heats in 2.30 or better, not including those in which she was beaten by other horses. She met and defeated all the best trotters of her day. She produced her first foal when twenty-two years old, and had two others afterwards. Her dam was by old Abdallah, and her second dam was running bred, or at least was raced successfully at the running gait.

During the season of 1863 Alexander's Abdallah got two sons whose progeny will keep his memory green for many years to come. They were Almont and Belmont. The latter got the unequalled brood mare sire Nutwood (2.18 3-4), whose daughters have already produced one hundred and sixty-nine trotters and fifty-three pacers, a total of two hundred and twenty-two, that have made records in standard time, and the list will continue to grow for more than ten years yet. Alexander's Abdallah got five trotters with records from 2.30 to 2.14. He is credited with fourteen sons that sired one hundred and forty-two trotters and fourteen pacers that took standard records, also with twenty-nine daughters that produced thirty-five trotters and eight pacers that made standard records. His daughters also produced sixty-five stallions that have sired standard speed. Three of his four

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most successful sons, as sires and perpetuators of trotting speed, were from daughters of Mambrino Chief. These were Almont, Belmont and Thorndale.

The Alexander's Abdallah branch of the Hambletonian family is a valuable factor of trotting speed and at one time, when Almont was in his prime, it gave promise of leading all the others. During the past few years, however, it has fallen behind the Wilkes' branch of the family and bids fair to drop behind that of Electioneer. It is being perpetuated now in the paternal line, chiefly through Nutwood (2.18 3-4), whose dam, Miss Russell, was by Pilot, Jr., and whose second dam, Sally Russell, was a running bred daughter of the noted long distance race winner Boston.

VOLUNTEER. This noted son of Rysdyk's Hambletonian was foaled May 1, 1854, hence was got when his sire was four years old. The dam of Volunteer was Lady Patriot. Her sire was young Patriot, and he was by Patriot, a son of the running bred Blucher. The latter was by Duroc, a son of imported Diomed, and his dam, Young Damsel, was by Bishop's Hambletonian, his second dam being the famous race mare, Miller's Damsel, by imported Messenger. The breeding of Blucher was quite similar to that of the great four-mile race winner, American Eclipse. Both were by Duroc; the dam of American Eclipse was Miller's Damsel, and the dam of Blucher was a daughter of Miller's Damsel. It will be observed that Young Damsel, the dam of Blucher, was closely inbred to imported Messenger. Her sire, Bishop's Hambletonian, was the best son of imported Messenger, and

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Miller's Damsel was by far his best daughter, and a more successful race winner than Bishop's Hambletonian. The second dam of Volunteer was known as the Lewis Hulse mare. Nothing is known of her breeding, but it is a matter of history that her owner issued a standing challenge to any horse in this country to both run and trot against her, from which it is evident that she was fast at both gaits, and was from running bred ancestors on one side, if not both sides. When Lady Patriot was three years old a puff appeared on the side of one hock, which developed into a running sore. She was mated that season with Rysdyk's Hambletonian, and the day that she was four years old she gave birth to Volunteer. She produced in all fifteen foals, six of which, four colts and two fillies, were by Rysdyk's Hambletonian. One of the fillies died young. One of the colts, Sentinel (2.29 3-4), died when ten years old, and another, Green's Hambletonian, was burned to death when fourteen years old.

Volunteer was bred by Mr. Joseph Hetzel of Florida, Orange county, N. Y., and was foaled his property. He was a beautiful bay in color, with black points, and some white around his left hind coronet. He stood 15.3 hands at the withers and one inch higher over the hips. He was a handsome, smoothly turned horse, was more blood-like in appearance and showed more quality than any other son of Rysdyk's Hambletonian. He resembled his sire in muscular development of quarters, but his head, ear and neck were much finer than those points in his sire. Volunteer had a somewhat peculiar conformation of hips, croup and setting

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of the tail, which he transmitted to many of his get. He was a horse of substance, as well as finish. His muscle was of the hard, fine-grained type, and his bone of dense, ivory-like texture. He was a sound horse, with remarkably smooth limbs, clean joints and good feet. He was a natural, good-gaited trotter, but had less knee action than many of the other sons of his sire. He also had a temper that would not permit him to endure abuse, and that is a marked characteristic of some of his descendants. He was as full of nervous energy as an egg is of meat, and was especially attractive in harness. In his four-year-old form Volunteer won first premium in a stallion class at the Orange county, N. Y., fall fair. A few months later he was bought by Mr. R. C. Underhill of Brooklyn, N. Y., who had him handled some for speed. It has been stated upon good authority that the horse trotted a trial mile to wagon in 2.33, over Union Course, L. I., and repeated in 2.31 1-4. Chester's "Complete Trotting and Pacing Record" credits Volunteer with a record of 2.37 to wagon, made at Hartford, Ct., August 21, 1867. In 1862 the horse became the partnership property of Edwin Thorne, Esq., and Mr. Alden Goldsmith. Subsequently Mr. Goldsmith became his sole owner, after which he was used exclusively for stock purposes. He died the property of Mr. Goldsmith, December 12, 1888. Volunteer got thirty-three trotters and one pacer that made standard records. He is credited with forty-one sons that have sired one hundred and forty-eight trotters, and twenty-eight pacers, that have made records in standard time, and fifty-five of his

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daughters have produced sixty-two standard trotters and fifteen standard pacers.

The get of Volunteer did not mature early, but they raced better than the get of any other son of Rysdyk's Hambletonian. They were more noted for great courage and endurance than extreme speed. Yet there were some world's record breakers among them. His son, St. Julien, lowered the world's champion record to 2.12 3-4, at Oakland, Cal., October 25, 1879, and the following year reduced it to 2.11 1-4. His daughter, Huntress, driven by the veteran trainer, John Trout, lowered the world's three-mile champion trotting record to 7.21 1-4 in 1872. Volunteer produced the best results from mares of Clay and Seeley's American Star blood. The dam of St. Julien (2.11 1-4) was by Sayre's Harry Clay (2.29), and that of Huntress, by Seeley's American Star. The most successful son of Volunteer, as a sire and perpetuator of speed, was Louis Napoleon, whose dam was Hattie Wood, by Sayre's Harry Clay (2.29), and whose second dam was Grandmother, a running bred daughter of Terror, by American Eclipse. There is no trotting family superior to that of Volunteer for transmitting a high degree of courage and great endurance.

HAROLD. This distinguished son of Rysdyk's Hambletonian was bred by Charles S. Dole, Crystal Lake, Ill., and foaled in 1864. His dam was Enchantress, a bay daughter of Old Abdallah. The second dam of Harold was a bob-tailed, chestnut mare, bought with some cows, by a Mr. William Thorne, in Central Valley, N. Y. It was claimed at one time that this chestnut

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mare was by the Norfolk trotter imported Bell-founder, but careful investigation failed to substantiate the claim. Enchantress was mated with Alhambra, a son of Mambrino Chief, and the produce was Black Maria that trotted to a record of 2.30 1-2, in a race which she won, at Portsmouth, O., September 26, 1874. Enchantress also produced Lakeland Abdallah, a full brother of Harold. When Harold was in his two-year-old form, his breeder, Mr. Dole, exchanged him with R. A. Alexander, Esq., proprietor of Woodburn Farm, for horse stock, and the colt was taken to Lexington, Ky. He was then so small and unattractive that he was not considered of much value by the Woodburn people and other Kentucky horsemen.

Harold was a beautiful rich bay in color, with jet black points. He was compactly built, but stood only fifteen hands high at maturity. It has been stated upon good authority that he was somewhat tucked up in the flanks, or what old horsemen called "fiddle flanked." He had an intelligent countenance, strongly muscled quarters of the Bellfounder type, wide and strong gaskins, for a horse of his size, and the best of feet and legs. A well-informed horseman who visited Woodburn Farm to learn the facts wrote of him as follows:

Harold was thought so little of at Woodburn that he was not broken to harness till he was five years old. He was a pure gaited trotter, and with limited handling could show considerable speed for that early day. During the limited handling that Harold received he trotted short distances at better than a 2.30 gait, and as soon as his training had been sufficiently advanced he was given an easy mile and repeat.

It appears from the carefully kept books at Woodburn that

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he trotted the first mile in 2.42, and in the repeat made the first quarter in 39 1-2 seconds, the half in 1.20 1-2 and the three-quarters in 1.59 1-2, when he struck his quarter and tore it open so that it made an ugly permanent scar; still, without flinching, he came on and finished the mile in 2.40 1-2, but was never harnessed afterwards,

Harold was six years old when first used for stock purposes, and but five mares were mated with him that season. Three of the foals which resulted from that season's service were Hermes, that took a trotting record of 2.27 1 2; Childe Harold, that was taken to England, where he trotted fast and became quite popular as a stallion; and Bicara, now in the brood mare list with six trotters to her credit, one of which was the successful sire Pancoast (2.21 3-4).

Up to the time that Harold was eleven years old the total number of foals that he had got was nineteen, and very few mares had been mated with him, except such as it was very difficult to get with foal, or were otherwise considered undesirable for breeding to stallions that were then thought to be his superiors.

It is now a matter of history that the breeding of several thoroughbred mares to Pilot, Jr., was an experiment, for the purpose of getting brood mares, and, famous as those mares have since become, the first of their offspring, when young, were not considered at all superior, which was the real reason that Miss Russell, Midnight and several others were bred in 1873 to Harold. From these services came the old-time champion trotter, Maud S. (2.08 3-4), Noontide (2.20 1-2), which many have claimed had as much natural speed as Maud S., and several others that helped to make the Pilot, Jr., mares famous.

Harold died at Woodburn Farm October 6, 1893. Although he lived to be upwards of twenty-nine years old, he did not leave a numerous progeny, but after his noted daughter, Maud S. (2.08 3-4), became the world's champion trotter, he was more liberally patronized than before that time. He is credited with forty trotters

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and five pacers that made standard records; forty-six of his sons have sired one hundred and seventy-nine trotters and eighty-six pacers that have made records standard time, and fifty-seven of his daughters are credited with ninety-five trotters and thirteen pacers that have made standard records.

The most noted of Harold's descendants have been from mares whose ancestors on the dam's side were mostly from running-bred stock. The fastest of his get was the famous world's champion Maud S. (2.08 3-4). Her dam was by Pilot, Jr., and from Sally Russell, a running bred daughter of the noted race horse Boston, winner of forty races, thirty of which were of four-mile heats. The most successful son of Harold as a sire is Lord Russell, and he was from the dam of Maud S. (2.08 3-4). Lord Russell is the sire of Kremlin, that lowered the world's champion five-year-old trotting record to 2.07 3-4 November 5, 1892. This was then the world's champion record for trotting stallions. The most noted daughter of Harold as a producer of extreme speed was Beulah, the dam of Beuzetta (2.06 3-4), Early Bird (2.10), etc. The dam of Beulah was Sally B., and her sire was Lever, a running bred son of Lexington, by Boston. Attorney, a son of Harold, got the dam of the one-time world's champion trotter, Alix (2.03 3-4.) The dam of Attorney was by Alexander's Abdallah, but his second dam was a running-bred daughter of Robert Bruce, a son of Clinton by Sir Charles by Sir Archy.

DICTATOR. This valuable son of Rysdyk's Hambletonion was bred by Jonathan Hawkins, Walden,

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Orange Co., N. Y., and foaled in 1863. His dam was Clara, a small black mare, foaled in 1848, and got by Seely's American Star, making Dictator a full brother of the famous Dexter, the trotting wonder of his day, that lowered the world's champion trotting record to 2.17 1-4, at Buffalo, N. Y., August 14, 1867. In reply to a request by the writer for a description of Clara, Mr. Jonathan Hawkins, under date of January 8, 1894, wrote as follows:

Clara was about fifteen and one-quarter hands high, and was a natural trotter. She was never trained, but in the fall of 1861, when she was carrying Lady Dexter, my brother took her out of pasture and drove her to wagon in 2.58. She could show a 2.40 gait hitched light. She was a mare of fine nerve and good temper, a free, pleasant driver, and ready for a brush on the road at any time.

At the age of eighteen months, in trying to jump a fence, she caught her front foot, which threw her, and caused her to turn a complete somersault. This hipped her and left her crooked. One hip was too high and the other too low, yet although she went a trifle sidewise, it affected her gait but very little. I did not breed Clara in the spring of 1858, after Dexter was foaled, thinking I would need her to drive. She sprained one of her hind legs during the spring of 1859, which resulted in a bone spavin. Had I left her at breeding, this of course would never have happened.

We are inclined to think that Mr. Hawkins intended to represent the height of Clara as 15 hands and one-fourth of an inch instead of 15.1 hands, as many might infer that he meant by 15 1-4 hands. Some who knew her estimated her height at only about 14.2 or at most 14.3 hands high at the withers, when in her prime, but she may have been upwards of fifteen hands high behind. It is evident from Mr. Hawkins'

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letter that Clara was a good headed trotter, with considerable natural speed. Many mares with fast records could not be taken right from pasture and driven a mile in 2.50 to as heavy a wagon as the lightest of those in use in 1858. The dam of Clara was called the McKinstry mare, but her breeding has never been given. Mated with Rysdyk's Hambletonian, this McKinstry mare produced Shark, that took a record of 2.30 1-2 to harness and 2.27 3-4 to saddle. Shark also took a record of 2.36 to wagon, a two-mile record of 5.00 1-2 to saddle and a three-mile record of 7.47 3-4, all in races that he won, from which it is evident that the McKinstry mare was well bred. She was a brown in color and all four of her feet were white, a badge that she transmitted through Clara to Dexter (2.17 1-4).

Dictator was a well-proportioned, trim-built, handsome, upheaded stallion, with a neat head, clean throttle, good back and loin, strong, smooth coupling, a handsomely turned croup, well muscled quarters, and wide gaskins, but was a lighter boned horse than most of the other sons of Rysdyk's Hambletonian, an American Star characteristic that he inherited from his dam and transmitted to some of his offspring. He was a seal brown in color and his right hind foot pastern and ankle were white. He was strong fifteen, but scant 15.1 hands high at the withers. When he was about one year old, Dictator was bought by Mr. Harrison Durkee, a wealthy gentleman who owned a farm on Long Island, a few miles from New York city. Mr. Durkee had Dictator trained some for speed. H. C. Woodnut, who probably handled and drove the horse

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more than any other man, has stated that he was a perfectly gaited trotter and fast, but he was never developed and conditioned to show miles at speed. Although he stood for stock purposes at the farm of his owner, his lack of size and bone, and the high service fee for which he stood combined to prevent him from receiving much outside patronage during his early years.

In 1876 Dictator was sent to Kentucky and stood there two seasons at a fee of \$200. This was double the fee of George Wilkes, Almont and Belmont, the most popular stallions then standing in Kentucky, consequently but few mares were mated with him. Among those that produced foals by him there were Betsey Trotwood by Clark Chief, a son of Mambrino Chief; dam by Ericsson (2.30 1-2), by Mambrino Chief; second dam a running bred daughter of Sir William by Sir Archy; Dolly, by Mambrino Chief; dam Fanny, by Ben Franklin (he by Hazrack, from a daughter of Johnson's Copperbottom, next dam by Saxe Weimer, a thoroughbred son of Sir Archy); second dam Nance by Saxe Weimer; Midnight, by Pilot, Jr., dam Twilight, a running bred daughter of Lexington. He also received a few other well bred ones. From Midnight Dictator got Jay-Eye-See, that lowered the world's champion trotting record to 2.10 at Narragansett Park, Providence, R. I., August 1, 1884, and made a record of 2.06 1-4 pacing at Independence, Iowa, August 26, 1892. Betsey Trotwood's foal by Dictator was Phallas, that reduced the world's champion stallion trotting record to 2.13 3-4 at Chicago, Ill., July 14, 1884, and the foal that Dolly produced



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by Dictator was Director, that in 1883 beat all the best horses in the Grand Circuit, won two purses of \$5,000 each, also the \$10,000 Charter Oak event, in which he trotted to a record of 2.17, and was the largest money-winning light harness horse of the season of 1883. Jay-Eye-See trotted, that season, to a record of 2.10 3-4, and Phallas to 2.15 1-2. The three trotters gave Dictator such a reputation as a sire that he was bought early in 1884 for \$20,000 by several gentlemen, among whom were H. C. McDowell, Esq., and Colonel Richard West of Kentucky. Dictator was returned to Kentucky again and received sixty patrons during the season of 1884. The year following Mr. McDowell became sole owner of the horse on a value basis of \$25,000. Dictator died at Mr. McDowell's place May 25, 1893.

During the last years of his life Dictator's service fee was \$500. He got in all forty-eight trotters and eleven pacers that have made records in standard time, including Jay-Eye-See, that appears in his list of pacers as well as trotters. He is also credited with fifty-seven sons which sired one hundred and forty-eight trotters and one hundred and eight pacers that have taken standard records; also with seventy-three daughters that have produced eighty-three trotters and twenty-six pacers which have made records in standard time. It is estimated that he got in all only about four hundred foals.

Director (2.17) seems to have possessed stronger speed perpetuating ability than any of the other sons of Dictator. *Direct* (2.05 1-2), by Director; dam by Echo, a son of Rysdyk's Hambletonian; second

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dam by Jack Hawkins, a running bred son of Boston, is proving the most successful grandson of Dictator as a sire of uniform and extreme speed. At the close of the season of 1903 *Direct* was credited with twenty-six trotters and twenty-eight pacers that had made standard records. Among the latter is *Directly* (2.03 1-4), that holds the world's champion record for two-year-old pacers, 2.07 3-4. *Directum* by Director reduced the world's champion stallion record to 2.05 1-4 when but four years old. This still stands as the world's champion record for four-year-old trotters. *Directum's* dam was by Venture (2.27 3-4), a running bred son of Williamson's Belmont. *Directum* (2.05 1-4) is a more successful sire of extreme and uniform speed than any other son of Director (2.17), excepting *Direct* (2.05).

ABERDEEN. This son of Rysdyk's Hambletonian was bred by Captain Isaiah Rynders of Passaic, N. J., and foaled in 1866. His dam was the famous trotter, Widow Machree (2.29). She was got by the noted brood mare sire, Seely's American Star, and was, by the records, the fastest of his get. Horsemen who saw her race pronounced Widow Machree the gamest of all the old-time trotters. An incident witnessed by the king of trainers in his day, Hiram Woodruff, and related by him in his excellent work, "The Trotting Horse of America," well illustrates the racing qualities of this wonderful mare. Widow Machree, with her pole mate, had been brought from New York to Boston by steamer in a severe storm. The horses got wet and chilled. The team trotted a hard race

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to pole the day that they were taken from the steamer. Mr. Woodruff said of Widow Machree as follows:

When we took the team to their stable that night after their hard race to pole, I thought neither of them would be able to trot again that year. In the morning following I found the Widow lying down and eating hay. She was so stiff that she could not get up without our help. We thought she had trotted her last race, and her owner, Captain Rynders, said he would sell her for \$500; but when she was on her feet she went at her oats and cleaned her manger, while we rubbed her forelegs with warm lotions. After this she was walked for an hour.

The proprietor of the course said that the people would be greatly disappointed if she did not start in the race that afternoon, and requested that she might be led by the stand in order that her unfitness to start might be seen. When the time for the race came, I took her to the track and drove her past the stand in a sulky. She could hardly put one foot before the other. The other horses, Draco, Somerville, Lady Spurr and Ephraim Smooth, soon appeared. I had jogged the mare round, and was about to take her off when I noticed that she pricked up her ears at sight of the other horses and acted as though she would warm up and get limber.

I then told the Captain that I thought she might do better than we expected, if started. He said I was crazy, but finally told me to do as I pleased, adding that he knew she would be distanced in the first heat. For all that I resolved to start her, and, as the day was cold and windy, jogged her round again. The first heat was won by Draco in 2.28 1-2, but I was second, although I had been run into by Ephraim Smooth, whose sulky wheel took the hair off one of the mare's legs. The second heat was won by Draco in 2.41 1-2, and I was second again, with Lady Spurr and Ephraim Smooth both distanced. The latter ran into Lady Spurr, upset her sulky and herself, and she fell with her neck over Dan Mace's body. Ephraim spilled his own driver and ran off with his sulky upside down.

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When Mace's sulky was upset I was close behind him and lost nearly a hundred yards. I had to call upon the Widow to get inside the distance, and the way she answered let me know that her dead game quality had triumphed over her infirmity, and that she was all the time "a coming." I sent her along and got second place. Between the heats she was blanketed close and kept moving except while her legs were being rubbed with lotion. In the third heat we got off well, and Draco and the Widow went neck-and-neck to the quarter. The mare then began to show in front; but Holcomb let the stallion break and ease himself by a few jumps; and this expedient being several times repeated, Draco was ahead in turning into the stretch. But the steady stroke of the mare overhauled him at the distance, and in spite of another break and run she beat him out by a neck in 2.39 1-2. Draco was second and Somerville third.

In the fourth heat I had the pole, which was a great advantage, as it was a half-mile track. The mare took the lead and kept it, although Draco made a good game struggle. The time was 2.34 1-2. In the fifth heat Draco made a desperate race of it for half a mile, hanging on the mare's wheel all the way. It was at the rate of about 2.30, but after that it fell off, and I took the Widow in hand. She could have trotted out in 2.30 if there had been anything to force her. As it was the time was 2.39. In these five heats Widow Machree never broke. Considering her arduous race the day before, and the state of her legs when we brought her to the course, it was one of the most splendid exhibitions of unflinching game and strong bottom that was ever seen. The Widow's pluck was always so good that she was always counted a real do-or-die trotter.

Unflinching courage and great endurance are marked characteristics of the descendants of Seely's American Star, sire of Widow Machree. The dam of Widow Machree was by Pintlar's Young Bolivar, by Davidson's Bolivar, a running bred son of Thornton's Rattler, by imported Diomed's renowned son, Sir

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Archy. Aberdeen was bay in color, with both hind feet pasterns and ankles white. He was a deep-barrelled, blocky made horse, somewhat gross in appearance, with a small, thin tail, stood 15.3 hands, and in stud condition weighed 1,200 pounds. He was a good gaited, reliable, fast, natural trotter. He was trained in his three-year-old form, and was started in the "Spirit of the Time Stake" for three-year-olds in 1869. He distanced his two competitors in the first heat in 2.46. He was never again started in a race. He showed so much speed in his four-year-old form that he was barred from the four-year-old stakes. It is stated upon good authority that he trotted a mile in 2.24 1-2 and a half in 1.09 1-2 on a slow half-mile track in New Jersey as a four-year-old.

Aberdeen was kept in New Jersey until March, 1881, when he was bought by General W. T. Withers and taken to his Fairlawn Farm, Lexington, Ky. When General Withers died in June, 1889, Aberdeen was at the head of the Fairlawn establishment. At the dispersal sale of the Fairlawn stock, in October, 1889, Aberdeen, then twenty-three years old, was bought for \$3,000 by Mr. James C. Clay of Paris, Ky., and remained his property until the death of the horse, which occurred September 30, 1892. When taken to Fairlawn, Aberdeen had the reputation of being so bad tempered as to endanger the lives of his grooms. Kind but firm treatment overcame that infirmity, however, to a great extent.

Aberdeen got forty-nine trotters and three pacers that made standard records. He is now credited with thirty-three sons that have sired one hundred and three

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trotters and thirty-three pacers with standard records. The number of his producing daughters, to the close of 1903, was forty. They had then produced forty-two trotters and nine pacers that had made records in standard time. The fastest of his get was Kentucky Union (2.07 1-4), whose dam inherited a large infusion of running blood. The fastest trotter got by a son of Aberdeen is Anzella (2.06 3-4) by Antrim, and the fastest trotter produced by a daughter is Onward Silver (2.05 1-4), whose dam, Sylvan Maid, is a full sister of Kentucky Union (2.07 1-4).

The Aberdeen strain seems to nick remarkably well with that of Vermont Black Hawk. The most successful son of Aberdeen as a sire of uniform, standard speed, is Elial G., whose dam is by Humbird. The latter was by Thomas Jefferson, a son of Vermont Black Hawk. Elial G. is credited with a greater number of standard performers than any other three sons of Aberdeen. One of the best campaigners ever raised in New England, Alcidalia (2.10 1-4), was by Sir Walter, Jr., (2.18 1-4), a grandson of Aberdeen, and Alcidalia's dam, Comee's Sister, was inbred to the Vermont Black Hawk strain. Wiggins (2), (2.19 1-2), by Aberdeen, has gained considerable prominence recently as a sire of early and extreme speed. His daughter, Katherine A., won the \$6,000 stake for two-year-old trotters at the Lexington, Ky., Breeders' meeting, October 9, 1902, in 2.14, 2.15 1-2, and shares with Janie T. the honor of holding the fastest record ever made in a race by a two-year-old trotter.

EGBERT. This is another son of Rysdyk's Hambletonian that has gained considerable prominence as a

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sire of speed. He was bred by J. H. Walker, Worcester, Mass., and foaled July 9, 1875. He was closely inbred to Rysdyk's Hambletonian and still more strongly inbred to old Abdallah, to which he traces five times, three times through Rysdyk's Hambletonian, and twice through Roe's Abdallah Chief. His dam was the great brood mare, Camptown, by Messenger Duroc, son of Rysdyk's Hambletonian, and second dam by the Holbert Colt, another son of Rysdyk's Hambletonian; third dam, Mayfly, by Utter Horse, son of Hoyt's Comet, and fourth dam, Virgo, by Roe's Abdallah Chief, son of old Abdallah. The dam of Messenger Duroc was also by Roe's Abdallah Chief. Some twenty-seven years ago, Wallace's Monthly, in commenting on the breeding of Egbert, stated that his pedigree showed thirty-five crosses of imported Messenger and nineteen crosses of imported Diomed.

Egbert was a dark bay in color, with a very small star in forehead, a stripe on his nose and left hind ankle white. When young, he had a dark spot on the point of his right shoulder. He stood 15.2 hands at maturity, and was handsomer than many of the sons of Rysdyk's Hambletonian, particularly about the head and neck. So far as known Egbert was never handled for speed, and there is nothing on record in regard to his gait.

In October, 1877, Mr. Walker disposed of his trotting stock at public sale, and Egbert, then two years old past, brought \$3,425 under the hammer. The purchaser was H. J. Hendryx, Dowagiac, Mich. On the following day, if we remember correctly, Mr. Hendryx

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sold Egbert by telegraph for \$4,000 to Messrs. Boudenbush and Benton, Reading, Pa. Early in 1880 the horse was bought by Colonel Richard West of Lexington, Ky., and made his first season there in 1880. He stood in Kentucky until January, 1893, when he was offered at a public sale of trotting stock, conducted by Messrs. Woodward and Shanklin, Lexington, Ky., and brought \$12,500, but did not leave Lexington. Two months later, about April 1, 1893, Egbert was bought by Messrs. F. M. and D. R. Mills of Des Moines, Iowa, and taken there. At that time his list of standard performers numbered forty-five trotters and eight pacers. Egbert's list of standard performers increased so rapidly for the next two or three years as to cause some to predict that he would eventually become the leading son of Rysdyk's Hambletonian as a sire of standard speed, but after going to Iowa he seemed to drop so completely out of sight that even the late J. H. Wallace, who was always a great admirer of Egbert on account of his breeding, had evidently forgotten that the horse ever went to Iowa, as he made no mention of that fact when speaking of Egbert in his last work, "The Horse of America," published in 1897. Whether Egbert is still living or not is a question. We have never seen his death announced, and his name has seldom been mentioned late years except as it appears in the Great Table of sires of standard performers. Being so strongly inbred to Rysdyk's Hambletonian and old Abdallah, it is natural to expect that he would possess greater speed perpetuating ability than any of the other sons of his sire. But the records do not show that such was the case. None of

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his get has ever taken a record so fast as 2.10, and the total number got by all his sons that entered the standard list during the season of 1903 was eight, four trotters and four pacers.

Egbert is now credited with sixty-seven trotters and eighteen pacers that have made standard records, also with forty-one sons that have sired sixty-six trotters and fifty-three pacers that have taken records in standard time; also with forty-five daughters that have produced forty trotters and twenty pacers with standard records. It should be remembered, however, that Egbert was one of the youngest sons of Rysdyk's Hambletonian.

STRATHMORE. During the season of 1864 Rysdyk's Hambletonian received two hundred and seventeen patrons. The result was one hundred and forty-eight living foals. The following year, 1865, he received one hundred and ninety-three patrons, and one hundred and twenty-eight of them produced foals. One of these one hundred and twenty-eight foals was the now famous stallion Strathmore, bred by Aristides Welch of Chestnut Hill, Philadelphia, Pa., and foaled in 1866. The dam of Strathmore was a famous road mare, known as Lady Waltermire. The noted trainer, "General" (John E.) Turner once stated that there never had been such a road mare in Philadelphia as Lady Waltermire, and never would be another. It is stated upon good authority that Lady Waltermire trotted a mile in 2.32 and repeated in 2.30, pulling a skeleton wagon. A Mr. Carl Cockey of Baltimore, one of the men who timed her in the above performance, bought Lady Waltermire for \$2,500. Mr. Cockey sold

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her to Mr. Welch. Her sire was North American, also known as the Bullock Horse, and her dam was said to be by Harris Hambletonian, a son of Bishop's Hambletonian, by imported Messenger. North American was bred on Grand Isle, N. Y., and is registered in Vol. 1 of the American Trotting Register as by Sir Walter; dam a pacer of unknown breeding. Sir Walter was running bred. His sire was Hickory by imported Whip. His dam, Nettletop, was by imported Diomed, and his second dam was Betsey Lewis by imported Shark. The latter was by Marske, sire of the renowned English Eclipse. His dam was by Snap, son of Snip by Flying Childers, and his second dam by Marlborough, a son of Godolphin Arabian. Years afterwards, when Mr. Wallace was fighting with all his might to eliminate all thoroughbred crosses from the pedigrees of successful trotters and trotting sires, he substituted a pacing work horse of unknown breeding for Sir Walter, the sire of North American. This was done according to his own admission on the statement of a man who reported from memory and claimed to know nothing about the matter personally, but had been told so by another party not then living. The evidence, if it may be termed such, upon which this pedigree was changed, may be found in Wallace's Monthly for February, 1880, page 61. There is not the slightest doubt that the pedigree as registered in Vol. 1 was correct.

Strathmore was a bay horse about 15.1 hands high, whose conformation in some respects resembled that of his sire, particularly his barrel and quarters. His head and ears, however, were much finer than those of

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his sire and his hind legs much straighter than those of Hambletonian. It has been stated that Strathmore was inclined to pace, but has never been claimed that he was trained, or that he ever showed speed at any gait. He was first christened Goodwin Watson and went by that name until 1873, when he was bought for \$1,000 by Colonel R. G. Stoner of Paris Ky. His new owner changed his name to Strathmore. It is evident from the price paid that he was not considered very promising as a sire when Colonel Stoner bought him. During his first few seasons in Kentucky he received but a limited patronage. The first year that he stood there he got Santa Claus, that trotted to a record of 2.18 as a five-year-old, which at that time, 1879, was the fastest record ever made by a five-year-old trotter. In 1881 Santa Claus reduced his record to 2.17 1-2. When Santa Claus was dropped he was so crooked and curby that Colonel Stoner tried to persuade his owner to kill the colt, and offered him a free service of Strathmore if he would do so, but fortunately the offer was declined. Had it been accepted there would have been no Lou Dillon, 1.58 1-2. The same year that Santa Claus secured the world's champion record for five-year-old trotters, Steinway, by Strathmore, lowered the world's champion record for three-year-old trotters to 2.25 3-4. These two champion trotters of their respective ages coming out the same season, opened the eyes of breeders to the merits of Strathmore as a sire of speed. He at once became a popular sire and was well patronized from that time. On Feb. 9, 1886, Colonel Stoner disposed of about sixty head of trotting stock at public

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sale, and Strathmore among them. Rockhill Bros. & Fleming, proprietors of Elmwood Farm, Fort Wayne, Ind., bought Strathmore for \$2,150, and kept him till he broke a leg from falling on the ice, March 13, 1895, when they had him killed.

Although so lightly esteemed in early life, that up to the time he was seven years old he had got but three foals, Strathmore is now regarded as one of the best of the most famous sons of Rysdyk's Hambletonian, as a speed perpetuator. His son, Santa Claus, (2.17 1-2), got *Sidney* (2.19 3-4), the sire of fifty-eight trotters and forty-two pacers that have made standard records. Five of these took records as yearlings, viz, the trotters Frou Frou (2.25 1-4) and Idah (2.30), and the pacers *Rosedale* (2.22), *Fausta* (2.22 3-4), and *William Sidney* (2.25). Sidney is the only sire that has ever got so many as five that have made standard records as yearlings. He got Sidney Dillon, sire of the world's champion trotter, Lou Dillon (1.58 1-2), Dolly Dillon (2.06 3-4), etc. Steinway (3) (2.25 3-4) by Strathmore got *Klatawah*, that lowered the world's champion record for three-year-old pacers to 2.05 1-2 in 1898, and that still stands as the fastest ever made by a three-year-old pacer. The fastest of the get of Strathmore is *Abbie Strathmore* (2.07 1-4), and his next fastest is *Terrill S.* (2.08 1-4). At the close of the season of 1903 Strathmore was credited with fifty-four trotters and thirty-five pacers that had made standard records; also with forty-one sons that had sired seventy-two trotters and eighty-two pacers; and ninety-three daughters that had produced ninety-six trotters and fifty-two pacers with standard records.

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The only son of Rysdyk's Hambletonian that outranks Strathmore as a broodmare sire is George Wilkes, then credited with one hundred and one daughters that have produced one hundred and thirty-two trotters and forty-seven pacers which have made records in standard time. Ten years hence the daughters of Strathmore will have a greater number of standard performers to their credit than will those of George Wilkes.

SWEEPSTAKES. Nine other sons of Rysdyk's Hambletonian have each sired twenty or more trotters that have made standard records. They are Sweepstakes, Dauntless, Victor Von Bismarck, Masterlode, Gen. Stanton, Jay Gould, Hambletonian Prince, Squire Talmage and Messenger Duroc. Sweepstakes, foaled in 1867, is credited with thirty-nine trotters and three pacers; also with six sons that have sired nine trotters and four pacers, and twenty-nine of his daughters have produced forty-two trotters and six pacers with standard records. The dam of Sweepstakes was Emma Mills by Seely's American Star; second dam by a grandson of Cole's Messenger, the latter by imported Messenger.

DAUNTLESS. Dauntless, foaled in 1867, is the sire of thirty-three trotters and three pacers that have made standard records; nine of his sons have sired seven trotters and six pacers, and eleven of his daughters have produced twelve trotters and four pacers with standard records. The dam of Dauntless was Sally Feagles by Smith's Clay, Jr., he by Cassius M. Clay, a son of old Henry Clay, by Andrew Jackson.

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His second dam was by Hulse's Hickory, breeding untraced, but believed to have been from running bred stock.

VICTOR VON BISMARCK. Victor Von Bismarck, foaled in 1867, is the sire of twenty-nine trotters and two pacers, with standard records; also of nineteen stallions that have sired seventy trotters and twenty-two pacers, and twenty-two mares that have produced nineteen trotters and four pacers with standard records. The dam of Victor Von Bismarck was Hattie Wood (dam of Gazelle, 2.21, etc.), by Sayre's Harry Clay (2.29); second dam Grandmother by Terror, son of American Eclipse; third dam by Cock of the Rock, son of Duroc.

MASTERLODE. Masterlode, foaled in 1868, is the sire of twenty-seven trotters and one pacer with standard records. He also got twenty stallions that sired thirty-four trotters and fifteen pacers, and twenty-eight of his daughters have produced thirty-one trotters and seven pacers that have made records in standard time. The dam of Masterlode was Lady Irwin by Seely's American Star, second dam by old Abdallah, son of Mambrino.

GENERAL STANTON. General Stanton, foaled in 1866, got twenty-six trotters and four pacers that made standard records. He also got six stallions that have sired eight trotters and three pacers, and eight of his daughters have produced eight trotters and two pacers with standard records. General Stanton's dam was by one-eyed Kentucky Hunter; second dam by Long Island Black Hawk, son of Andrew Jackson.

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JAY GOULD. Jay Gould (2.21 1-2), at first called Judge Brigham, foaled in 1864, got twenty-six trotters and three pacers that have made standard records. He also got sixteen stallions that have sired thirty-three trotters and twenty pacers, and thirty-seven of his daughters have produced sixty-eight trotters and five pacers that have made standard records. The dam of Jay Gould was Lady Sanford by Seely's American Star; second dam Old Sorrell, by Exton Eclipse, son of American Eclipse; third dam by Messenger Duroc, son of Sir Archy Duroc.

HAMBLETONIAN PRINCE. Hambletonian Prince (Baird's), foaled in 1863, is credited with twenty-three standard performers, all trotters. Four of his sons have sired eleven trotters, and fifteen of his daughters have produced fifteen trotters and seven pacers that have made standard records. The dam of Hambletonian Prince was Nelly Cammeyer by Cassius M. Clay, son of Henry Clay by Andrew Jackson; second dam by Chancellor, son of Mambrino, by imported Messenger; third dam by Mt. Holly, a son of imported Messenger, and fourth dam by Engineer, son of imported Messenger. It will be seen that Hambletonian Prince was very strongly inbred to imported Messenger, through both sire and dam.

SQUIRE TALMAGE. Squire Talmage (also called Strader's Hambletonian), foaled in 1866, has to his credit twenty-two trotters and two pacers with standard records; ten of his sons have sired sixteen trotters and nine pacers, and eighteen of his daughters have produced twenty-four trotters and two pacers that have made records in standard time. The dam

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of Squire Talmage was Lady Talmage, by Seely's American Star. Squire Talmage had a trotting record of 2.39 1-4.

MESSENGER DUROC. Messenger Duroc, bay horse, foaled in 1865, is credited with twenty-two trotters and one pacer that have made standard records; also with twenty-five sons that have sired ninety-four trotters and nineteen pacers with standard records, and fifty daughters that have produced sixty-seven trotters and six pacers with records in standard time. The dam of Messenger Duroc was Satinet by Roe's Abdallah Chief, a son of old Abdallah; second dam Catbird by Whistle Jacket, a son of Mambrino; third dam by Bertholf Horse, son of imported Messenger, and fourth dam by Duroc, son of imported Diomed.

The Rysdyk's Hambletonian family not only surpasses all the other trotting families in number and quality, but is rapidly absorbing all the others and bids fair to soon swallow them up completely. The stallions that head the studs today of nearly all the prominent breeding establishments are direct descendants of Rysdyk's Hambletonian, and the majority of them are members of either the Wilkes, Electioneer, Nutwood, Dictator or Harold branches of that family. The Wilkeses are in a large majority and the Electioneers next in rank. All the best qualities of the extinct trotting families and those that are fast becoming extinct have been engrafted upon and have served to improve the families that are crowding them out of existence. It is a case of "the survival of the fittest," but those which have been forced to succumb, or some of them, at least, have exerted an influence





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that will be felt as long as the American trotter exists. These families are really lost only so far as name is concerned. The tendency today is to inbreed to the Hambletonian strain, and this method of breeding is producing excellent results. The time may come when an outcross may be necessary. There will then be plenty of first-class thoroughbred families that may be employed to advantage. That is undoubtedly the source from which the American trotter has derived the speed, courage and stamina that has made him so vastly superior to the trotters produced by any other nation in the world.

CHAPTER IV.

MAMBRINO CHIEF FAMILY.

Lady Thorn (2:18 1-4).—Herr's Mambrino Patchen.—Woodford Mambrino.—Mambrino King.—Alma Mater.—Priniceps.—Pancoast.—Fisk's Mambrino Chief, Jr.—Clark Chief.—Ericsson.

MAMBRINO CHIEF FAMILY. The Mambrino Chief trotting family ranks next in importance to that founded by Rysdyk's Hambletonian. Mambrino Chief, the founder of the family, was bred by Richard Eldridge of Mabbettsville, Dutchess county, N. Y., and foaled May 9, 1844. His sire was Mambrino Paymaster, and his dam was known as the Eldridge Mare. Mambrino Paymaster was a large bay horse, 16.2 hands high, bred by Azariah Arnold of Dutchess county, N. Y., and got by Mambrino, the same running bred son of imported Messenger, that got Abdallah, the sire of Rysdyk's Hambletonian. It has been generally conceded that the dam of Mambrino Paymaster was of wholly unknown lineage. Vol. 1 of Wallace's American Trotting Register, in which Mambrino Paymaster is registered, states that his dam was by imported Paymaster.

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When the controversy in regard to the influence of a thoroughbred cross in a trotting pedigree waxed exceedingly warm, several years ago, it was boldly asserted that there was no truth in the statement that the dam of Mambrino Paymaster was by imported Paymaster, and that the only ground for the statement in the first place was a resemblance, real or fancied, that this mare bore to imported Paymaster. In Vol. 2, Mr. Wallace re-registered Mambrino Paymaster with the following change: "Dam, a handsome blood-like bay mare owned by Azariah Arnold and represented to be by imported Paymaster, but toward the end of Mr. Arnold's life he said he did not *know* she was a Paymaster." It seems that Mr. Arnold was a man of undoubted veracity who would not knowingly misrepresent. In early life, when his mental faculties were unimpaired, Mr. Arnold always stated positively that the dam of Mambrino Paymaster was by imported Paymaster. After his faculties were so impaired by age that he could not recall events clearly, he undoubtedly did say that he then did not *know* that she was by imported Paymaster. In his last work, "The Horse of America," page 260, Mr. Wallace says, "I have but little doubt that the Paymaster cross is correct." This was considerable for Mr. Wallace to admit, and it is safe to say that it settles the matter.

It was stated years ago upon apparently good authority that Mambrino Paymaster could show a 2.45 gait or better at the trot. The only one of his get that was successful as a race winner was a bay mare called Iola that won a two-mile heat race at Union Course, L. I., October 23, 1856, in 5.09 1-2, 5.17 1-2, which gave

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her a record of 2.34 3-4. Mambrino Paymaster was blind during several of the last years of his life.

The dam of Mambrino Chief was a dark brown in color, and stood about 15.2 or 15.3 hands high. She had considerable substance, but her back was rather long, her coupling somewhat slack, and she had less width across the loin than was considered desirable in a horse of her size, though she was of good width across the hips. She was a good, serviceable animal, however, a square-gaited trotter, and could undoubtedly pull an ordinary wagon a three-minute gait on the road. Her breeding has been the subject of considerable discussion in years past. H. T. Helm, Esq., investigated the matter very carefully some twenty-five or more years ago, and the circumstantial evidence which he obtained is given at length in his interesting work published in 1878 entitled "American Roadsters and Trotting Horses." Before Mr. Helm investigated the facts it was believed that the dam of Mambrino Chief came to New York from one of the Western States in a drove of horses brought by a Mr. Nicholson to Washington Hollow, N. Y. A Mr. G. G. Sharpstein, who knew the dam of Mambrino Chief well, wrote of her as follows:

The dam of Mambrino Chief was brought to our town by Mr. Nicholson. I saw her the day she arrived with others. She was bought some fifty or sixty miles west of Kingston, N. Y. She was a large, coarse, brown or black mare, I think without white marks, at least not conspicuous. I saw her almost every week for ten years.

A careful examination of the circumstantial evidence that Mr. Helm collected and presented in his interesting work will convince every unprejudiced

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man that there is a strong probability that the dam of Mambrino Chief was got by old Messenger Duroc. The latter was by Duroc, and his dam was by imported Messenger. The fact that the best trotter got by Mambrino Chief, Lady Thorn (2.18 1-4), and that Mambrino Chief's most successful son, as a sire and perpetuator of speed, Mambrino Patchen, were from a mare in which the Duroc and Messenger strains were prominent, is another thread which tends to strengthen the probability that the Eldridge mare, Mambrino Chief's dam, was by old Messenger Duroc.

Mambrino Chief was a rich brown in color, fully sixteen hands high, and when in stud condition weighed upwards of 1,300 pounds. He was a natural trotter and could probably show as much speed as any trotting stallion of his day. When he was three years old Mr. Richard Eldridge, who bred him, sold Mambrino Chief to Warren Williams. Mr. Williams broke the colt to harness and kept him four seasons for stock purposes. After the death of Mr. Warren Williams in 1851, Mambrino Chief was bought by George T. Williams, who shortly afterwards sold a half interest in the horse to James M. Cockroft, who lived a few months each year at Washington Hollow, N. Y. Previous to the time that Mr. Cockroft purchased Mambrino Chief he had never been trained or driven on a track. He showed so much speed on the road, however, that in the fall of 1852 Mr. Cockroft took the horse to a slow half-mile track at Washington Hollow, to test his speed. The first time that he was started on a track he trotted a mile to saddle in 2.36, ridden by Seymour Tomlinson. After cooling out,

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Mambrino Chief was hitched to sulky and trotted another mile in 2.40. After this trial Mr. Cockroft drove Mambrino Chief to the track occasionally and worked him some that season, and also during the season of 1853. It is stated upon good authority that on one occasion the horse trotted a mile in 2.32 and showed quarters on several occasions in 37 seconds, a 2.28 gait.

In the winter of 1854, Edwin Thorne, Esq., a wealthy gentleman of Millbrook, Dutchess county, N. Y., who loved a fast trotter, and at one time and another owned many of them, bought Mambrino Chief for James B. Clay, Esq., then proprietor of the famous Ashland Farm, near Lexington, Ky. It was understood that the price paid was \$3,000. Mambrino Chief was taken to Ashland Farm in February, 1854, and was so highly appreciated by Kentucky horsemen that, within an hour from the time of his arrival there, twenty mares had been booked to him. He stood for public service at Ashland Farm three seasons. At the end of that time the horse was bought by Messrs. Gray and Jones for \$5,020, and taken to the farm of Colonel Louis Jones, Woodford county, Ky., where he was kept until his death, which occurred March 28, 1862. He made eight seasons in Kentucky. Counting his three-year-old form, he made seven seasons in New York State, before going to Kentucky, but was not extensively patronized there. It is probable that only about one hundred and twenty-five foals resulted from his services in New York State. He got in all six trotters that took records of 2.30 or better, and it is a significant fact that every one of the six was bred in Kentucky. Not one of those that he got

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in New York State, where trotting mares, and cold-blooded ones, were much more plentiful than in Kentucky, ever trotted to a record of 2.30. The fastest of his get was Lady Thorn (2.18 1-4), whose dam, the Rodes mare, was by the running bred Gano, and whose second dam was by the son of Sir William, he by the renowned Sir Archy, and whose third dam was a very blood like pacer. Gano, sire of the Rodes mare, was by the noted four-mile running race winner, American Eclipse, whose sire was Duroc, and whose dam was the successful race mare, Miller's Damsel, by imported Messenger. The dam of Gano was Betsey Richards, by Sir Archy.

The next fastest trotter got by Mambrino Chief was Woodford Mambrino (2.21 1-2). The dam of Woodford Mambrino was the great brood mare Woodbine, that also produced Wedgewood (2.19). Woodbine's sire was Woodford, a running bred son of Kosciusko, by Sir Archy. Mambrino Chief is credited with twenty-three sons that have sired a total of ninety-six that have taken records, and all of them were trotters. He is also credited with seventeen daughters that produced twenty-four with standard records, all trotters. His daughters also produced forty-nine stallions that have sired standard speed. Some of the most noted sires from daughters of Mambrino Chief are Almont, Belmont, Director (2.17), Onward (2.25 1-4), and Red Wilkes.

HERR'S MAMBRINO PATCHEN. The most successful son of Mambrino Chief as a sire and perpetuator of speed was Herr's Mambrino Patchen. The dam of the latter was the Rodes mare, dam of Lady Thorn

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(2.18 1-4), and her breeding is given above. Mambrino Patchen was a full brother of Mambrino Chief's fastest trotter, Lady Thorn (2.18 1-4). He was a handsome, smoothly turned and highly finished black horse, about sixteen hands high. He was bred by Dr. J. Herr, Lexington, Ky., and foaled in 1862. When in his yearling form Dr. Herr sold Mambrino Patchen to Mr. John K. Alexander of Illinois for \$1,500, a very large price for a yearling colt at that early day. Dr. Herr then owned Mambrino Pilot, by Mambrino Chief. The following year he sold Mambrino Pilot for \$10,000, and immediately bought Mambrino Patchen, then a two-year-old. He was never raced, and, judging from Dr. Herr's statement concerning the horse, was not worked much for speed. He was trotting gaited, however, and on one occasion was timed a quarter in 40 seconds. It has been reported that Mambrino Patchen's sire was a Denmark horse. The matter was fully discussed last season and evidence so positive and conclusive was brought to light as to leave not the slightest room to doubt that his sire was Mambrino Chief.

Mambrino Patchen was the sire of twenty-five that made records in standard time, all trotters. He is credited with fifty-three sons that sired one hundred and fifty-eight trotters, and forty pacers with standard records; also with one hundred and two daughters that up to the close of the season of 1903 had produced one hundred and thirty-five trotters and seventeen pacers, which had taken standard records. A few years ago Mambrino Patchen stood at the head of all stallions as a brood mare sire and still ranks well up

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among the very best in that respect.

MAMBRINO KING. Mambrino Patchen's most successful son as a sire was Mambrino King, owned for many years at Village Farm. When in his prime Mambrino King was generally admitted to be one of the handsomest horses in America, by some pronounced *the* handsomest. When Mr. C. J. Hamlin paid \$10,000 for Mambrino King to place at the head of Village Farm stud, he was ridiculed unsparingly by many turf writers, and some practical breeders, owing to the fact that his blood inheritance was derived chiefly from ancestors that were trained and raced at the running gait. His dam was by **Alexander's Edwin Forrest**, a horse that got trotters, though so far as known his only claim to trotting inheritance was a remote cross to imported Messenger. Edwin Forrest was a direct descendant through sire and dam of imported Brown Highlander. The latter was inbred to Byerley Turk, Darley Arabian and Godolphin Arabian. The second dam of Mambrino King was by Birmingham, a running bred son of Stockholder, by Sir Archy; third dam by Bertrand, another famous son of Sir Archy, and fourth dam by Robert Bruce, he by Clinton, and he by Sir Charles, another noted son of Sir Archy.

Mambrino King is credited with fifty-three trotters and sixteen pacers that have made standard records. More than one-third of the trotters and pacers got by the fifty-three sons of Mambrino Patchen, that sired trotters and pacers which took records in standard time, were got by Mambrino King. The total number got by the other fifty-two sons was

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one hundred and five trotters and twenty-four pacers. Eight of the get of Mambrino King have made records from 2.04 1-4 to 2.10 and his daughters have produced eight that have taken records from 2.03 1-4, 2.09 3-4.

Mambrino King was credited at the close of 1903 with twenty-six sons that had got one hundred and two trotters and forty-eight pacers with standard records; also with fifty-nine daughters that had produced fifty-one trotters and thirty-four pacers which had made records in standard time. The best son of Mambrino King, as a sire of speed, is Elyria, trotting record 2.25 1-4. Elyria was foaled in 1882, and up to the present time not less than eighty-four of his sons and daughters have made records of 2.30 or better, sixty-five of which are trotters. This is a greater number of 2.30 performers than has been got by any other stallion in the whole of the Mambrino Chief family. The dam of Elyria was by Bradford's Telegraph, a son of Vermont Black Hawk that died at Augusta, Kentucky, in 1876. The second dam of Elyria was by Prince Edward, a running bred son of Sir Charles, by Sir Archy.

ALMA MATER. The most successful daughter of Mambrino Patchen, as a producer and perpetuator of speed, was Alma Mater. She was the dam of eight that made records of 2.30 or better, all trotters. Among the eight are the successful sires, Alcantara, Alcyone, Allendorf and Alfonso. The dam of Alma Mater was Estella, by imported Australian, and her second dam was Fanny G. by imported Margrave. A daughter of Fanny G. produced the famous brood mare Dame Winnie, dam of Palo Alto (2.08 3-4) and

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four other trotters that have made records in standard time. The number of standard performers produced by Alma Mater, together with those sired by her sons and produced by her daughters, up to the close of 1903, was greater than that of any other mare that ever lived. Alma Mater's performers numbered two hundred and seventy-eight, those of Mambrino Chief's famous daughter, old Dolly, two hundred and fifty-six; of Miss Russell, the greatest daughter of Pilot, Jr., two hundred and fifty-four; of Green Mountain Maid, dam of Electioneer, etc., two hundred and twenty-six, and those of the renowned Beautiful Bells (2.29 1-2) numbered two hundred and nineteen. This seems almost incredible, but the figures are taken from the Year Book of 1903, and are correct.

WOODFORD MAMBRINO (2.21 1-2). The son of Mambrino Chief that ranks next to Mambrino Patchen, as a sire and perpetuator of speed, was Woodford Mambrino (2.21 1-2). He was bred at Woodburn Farm and foaled in 1863. He was a rich mahogany bay in color and stood 15.3 hands in height. A thorough horseman who examined Woodford Mambrino critically describes him as follows: "He had a well formed, clean cut head, with a game-cock throttle, full intelligent eye, denoting resolution and courage, with a well shaped ear. Smaller and more highly formed than is peculiar to the Mambrino Chief family; a well proportioned, slightly arching neck of good length, sloping shoulder, well rounded barrel of good length, a strong loin, well proportioned hips, croup moderately sloping to a well formed tail, which was well carried. He had strong, well-rounded quarters, excel-

lent legs and feet, with bone of ivory texture, and tendons of catgut and steel, giving them the hard, firm appearance as if intended for the wear and tear of campaign life. He was, in short, a perfect type of the high formed American trotting horse of thoroughbred appearance."

His dam, as has already been stated, was the great brood mare Woodbine, that produced Wedgewood (2.19). Woodbine was by Woodford, and he by Kosciusko, a son of the renowned Sir Archy. The dam of Kosciusko was Lottery, by imported Bedford, and the latter by Dungannon, a son of the invincible race horse English Eclipse. The second dam of Kosciusko was imported Anvilina, by Anvil, and he by the renowned Herod, one of the most successful sires of race winners in England in his day. Kosciusko was a full brother of Saxe Weimer. The latter got the second dam of the famous brood mare Dolly, by Mambrino Chief. He also got the second dam of Ben Franklin, the sire of old Dolly's dam. The dam of Woodford, sire of Woodbine, was by Hancock's Hamiltonian, a son of Hamiltonian, by imported Diomed.

The proprietor of Woodburn Farm did not make a practice of developing and racing the trotters that he bred, but Woodford Mambrino was so promising that he made an exception in his case. He started him in a three-year-old race at Louisville, Ky., November 2, 1866, and won, giving him a record of 2.40 in the second heat. In November of that year Woodford Mambrino trotted a trial mile in 2.38 1-4. He was used some for stock purposes, and also handled some for speed each season. In 1870 he trotted a trial mile in

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2.24 1-4. The next year, 1871, he trotted a mile in 2.23 3-4. In 1872 he suffered from a fistula of the withers, that finally caused his death several years later. He was not worked for speed that season or the following one, but was put in training again in 1874 and that fall trotted a public trial over the Lexington, Ky., track in 2.20 1-4. He was kept in the stud the two following seasons, but in 1877 was worked again, and August 23, that year, took a record of 2.34 1-4 in a race which he won at Cynthiana, Ky. Later he trotted a trial mile in 2.21 on the slow Woodburn Farm track, and in October of that year Mr. Alexander, proprietor of Woodburn Farm, sold Woodford Mambrino to L. B. Dubois, who sold him a few months later to R. C. Pate of St. Louis, Mo. The horse was campaigned by Mr. Pate in 1878 and established a reputation for gameness equalled by few trotters and seldom surpassed by any. Though suffering from fistula and weakened by its constant drain upon the system, Woodford Mambrino started in fifteen races in 1878 and won first money in seven of them. He made his record, 2.21 1-2, in the first heat of a race that he won at Minneapolis, Minn., September 4, 1878, when he beat such fast game trotters as Bonesetter (2.19), Indianapolis (2.21), and Scott's Thomas (2.21).

Woodford Mambrino died March 30, 1879, at the stable of his owner, R. C. Pate, St. Louis, Mo. He did not leave a very numerous progeny, as he had not been extensively patronized while at Woodburn Farm. He is credited with thirteen trotters that made records from 2.19 1-2 to 2.30, and with twenty-five sons that

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have sired one hundred and forty-three trotters and twenty-five pacers; also with twenty-six daughters that produced forty-two trotters that have made standard records.

PRINCEPS. The son of Woodford Mambrino that has sired the greatest number of 2.30 performers is Princeps, whose dam, Primrose, was by Alexander's Abdallah, and whose second dam was the famous Black Rose, by Tom Teemer. Princeps sired fifty-two standard performers, forty-seven of which were trotters. He is credited with forty-one sons that have sired one hundred and sixty-one trotters and thirty-five pacers; also with forty-seven daughters that have produced fifty-three trotters and ten pacers that have made standard records. Princeps' best son is Earl (2.23 3-4), sire of twenty-seven standard performers, all trotters.

PANCOAST (2.21 3-4). The next best son of Woodford Mambrino as a sire, was Pancoast (2.21 3-4), for which J. H. Shults, Parkville, N. Y., paid \$28,000 at auction at the McFerran dispersal sale in Kentucky. The dam of Pancoast was Bicara, by Harold, and his second dam was Belle (the dam of Alexander's Belmont) by Mambrino Chief. Pancoast was injured severely after Mr. Shults bought him, by a bolt of lightning, which rendered him incapable of use in the stud for some time. But for this injury he would undoubtedly have proved more successful in the stud than he did. He is now credited with twenty trotters and five pacers that have made standard records; with eighteen sons that have sired one hundred and fifty-two standard performers, one hundred and fifteen of

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which were trotters; also with fifteen daughters that have produced twenty-one trotters and three pacers that have made records in standard time. Some of the fastest performers in the Mambrino Chief family were got by sons of Pancoast, including Alix (2.03 3-4), whose sire was Patronage; John Nolan (4) (2.08), by Prodigal (2.16), a brother of Patronage; *Ananias* (2.05), Caspian (2.07 1-4) and Caracalla (2.10), all got by Patron (2.14 1-4), another brother of Patronage.

MAMBRINO PILOT. Mambrino Pilot, by Mambrino Chief, gained quite a reputation as a sire. He got nine trotters that made standard records, and one of them was Mambrino Gift, the first stallion to take a trotting record of 2.20. The fastest of Mambrino Pilots get was Hannis (2.17 3-4), and he is proving the best of his sons as a sire of standard speed. The dam of Mambrino Pilot was Juliet, by Pilot, Jr.; second dam by Webster, a son of the running bred Medoc, and third dam by American Eclipse, the noted four-mile running race horse.

FISKE'S MAMBRINO CHIEF, JR. Fiske's Mambrino Chief, Jr., is another son of Mambrino Chief that was valued quite highly as a sire. He got six trotters with records of 2.30 or better, the best of which was Mambrino Sparkle (2.17). His daughters were more highly valued than his sons as speed perpetuators. They produced in all twenty-three with standard records, including Phœbe Wilkes (2.08 1-2). The dam of Fiske's Mambrino Chief was the second dam of Mambrino King. She was by Birmingham, a son of Stockholder, by Sir Archy; dam by Bertrand, by Sir Archy,

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and second dam by Sumpter, by Sir Archy.

CLARK CHIEF. Clark Chief was another successful son of Mambrino Chief as a sire. He died when but ten years old, yet he got six trotters with records from 2.19 1-4 to 2.30. Kentucky Prince, by Clark Chief, was a successful sire of speed. Daughters of Clark Chief were very successful as brood mares. They produced such performers as Martha Wilkes (2.08), W. H. G. (2.09 1-2), Phallas (2.13 3-4), etc.

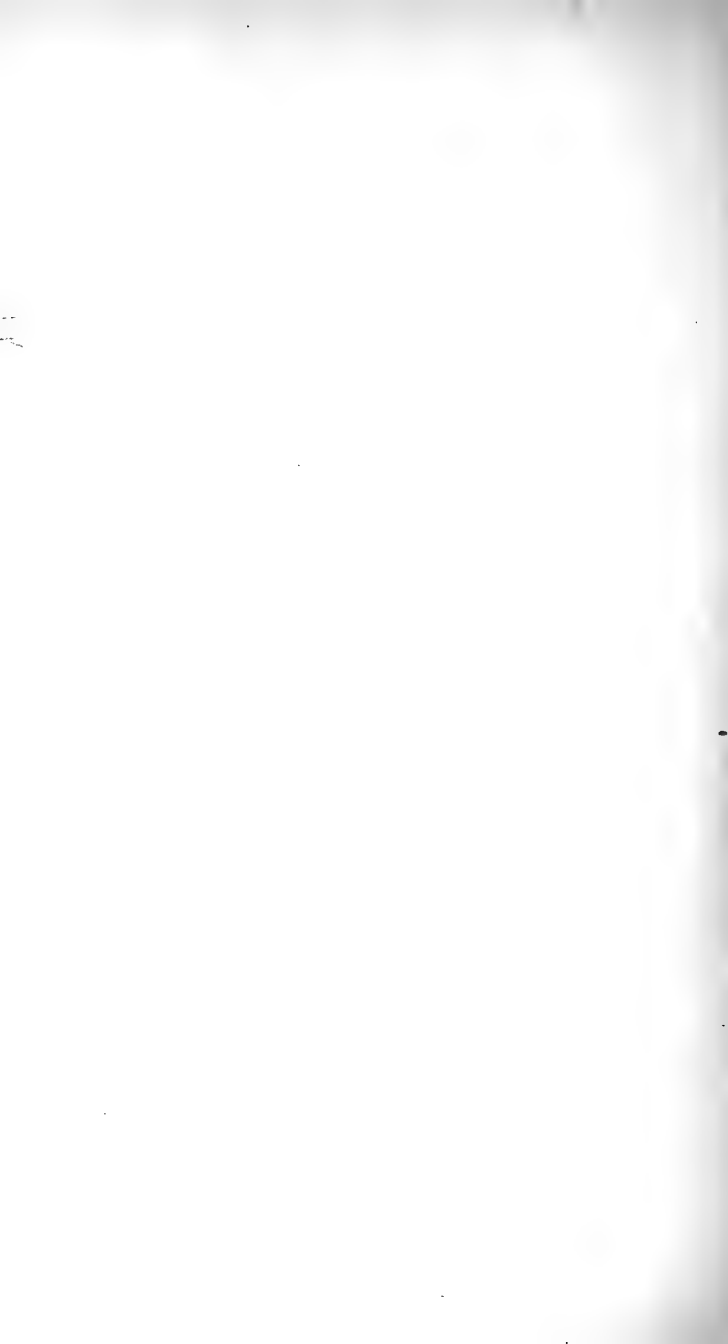
ERICSSON. Ericsson was another son of Mambrino Chief that gained distinction, both as a trotter and perpetuator of speed. He was one of the largest sons of Mambrino Chief. He took a record of 2.30 1-2 to wagon as a four-year-old, the best that had ever been made by a four-year-old at that time. He sired six trotters that took records of 2.30 or better. Daughters of Ericsson were quite successful brood mares. One of them produced Moquette (4) (2.10).

The Mambrino Chief trotting family was a valuable one, but the best representatives of the family have a cross of Rysdyk's Hambletonian close up. Very few prominent stock farms in America have a stallion at the head of the stud that is a direct descendant in the paternal line of Mambrino Chief. The family is being gradually but surely absorbed by that of Rysdyk's Hambletonian, and it is probable that, like that of many less prominent families, it will in time become extinct.



J. H. S. 1882

MAUD S.



CHAPTER V.

THE CLAY FAMILY.

Henry Clay.—Cassius M. Clay.—Geo. M. Patchen (2.23 1-2).—
Neave's Cassius M. Clay, Jr.—The Moor.—Sayre's Harry
Clay (2.29).—Other Clay Stallions.

GRAND BASHAW. The Clay family comes next in order. The founder of this family, a horse known and registered as Henry Clay, was a direct descendant in the paternal line of an imported barb stallion known and registered as Grand Bashaw. He was brought to America from Tripoli, and it was stated on excellent authority that he was a barb of the purest lineage, and from the very choicest of that famous stock. He was a small horse, about 14.1 hands high, but of beautiful conformation, black in color, with a small white star in forehead and snip on the nose. Grand Bashaw was imported in 1820 and died in Pennsylvania in 1845. During the first year that Grand Bashaw stood for service in America, 1821, a mare called Pearl was mated with him. Her sire was Bond's First Consul, a running bred horse, that was raced very successfully. His racing career began when he was three years old. During that season and

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the five following ones he won twenty-one races without suffering a single defeat. He was not beaten until the sixth season that he was on the turf, when in his eight-year-old form.

Bond's First Consul was by Flag of Truce. His dam was by imported Slender and his second dam was imported Dian, by the renowned English Eclipse. Imported Slender, sire of the dam of Bond's First Consul, was a brother in blood of the famous Highflyer, one of the most noted sons of the renowned Herod. Highflyer was one of the very few horses that was never beaten in a race and never paid forfeit. Slender was by Herod and his dam was a full sister to the dam of Highflyer. Flag of Truce, the sire of Bond's First Consul, was equally as well bred as the dam of the latter. His sire was Snap, a son of Snip, by the renowned Flying Childers. He was also strongly inbred to the famous Godolphin Arabian. The dam of Pearl was by imported Messenger, and her second dam was by imported Rockingham.

YOUNG BASHAW. In 1822 Pearl produced a colt-foal, now known as Young Bashaw, a grey horse that stood about 15.1 hands at maturity, was somewhat angular in conformation, with a coarse, homely head and neck, but excellent legs and feet, and a born trotter. The excellent trotting action and remarkable speed for that early day that Young Bashaw showed, induced breeders to mate about a dozen mares with him in 1826, when in his four-year-old form. The result was eight foals, and seven of them showed unusual speed at the trot. One of the twelve mated

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with him the above season was a stoutly made, short-legged, double-gaited black mare, that both trotted and paced. It was claimed that she came from the West to Philadelphia in a drove of horses and it is generally understood that she was brought from Ohio. It is more probable, however, that she was raised in Pennsylvania at some point west of Philadelphia. It was claimed at one time that she was by Why Not, a son of imported Messenger, but that claim was not substantiated. It is much more probable that she was of Messenger descent, however, than that she came from as far West as Ohio at that early day.

ANDREW JACKSON. In 1827 this double-gaited black mare produced a black colt by Young Bashaw. This colt was foaled the property of Mr. Daniel Jaffries, a brick manufacturer near Philadelphia. The colt was named Andrew Jackson, and though not very promising at first, he became one of the fastest trotting stallions of his day. He won a race of two mile heats to saddle at Philadelphia, Pa., October 27, 1835, beating Lady Washington and Daniel D. Tompkins in 5.20, 5.17. He could probably trot a mile to saddle close to 2.32 when in his prime.

Andrew Jackson was the most distinguished of all the get of Young Bashaw, and the only one that proved successful as a speed perpetuator. The most noted of the get of Andrew Jackson were Kemble Jackson (2.34 to wagon), Long Island Black Hawk (2.38 to wagon), and Henry Clay. Kemble Jackson died young and left but few foals. None of his get ever took records in standard time.

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LONG ISLAND BLACK HAWK. Long Island Black Hawk died when but thirteen years old. His only 2.30 trotter was Prince (2.24 1-2). Seven of the sons of Long Island Black Hawk are found in the Great Table of Sires of 2.30 performers in the Year Book. One of these seven was Vernol's Black Hawk that got Green's Bashaw, founder of quite a family of trotters, but which is now nearly extinct. Henry Clay's name does not appear among the trotters with records in Chester's Complete Trotting and Pacing Records, but as a perpetuator of trotting speed he surpassed all the other sons of Andrew Jackson.

HENRY CLAY. Henry Clay, founder of the Clay family of trotters, was bred by George M. Patchen of Brooklyn, N. Y., and foaled in 1837. His sire was Andrew Jackson, by Young Bashaw. His dam was taken to New York city from the town of Surrey, N. H. She was generally known as the Surrey Mare, but was sometimes called Lady Surrey. She was used for a time as a saddle mare and it was said that she paced when ridden to saddle, but she finally became quite a fast trotter. Nothing whatever is known of her blood lines or her origin. Neither is there any proof that she was a natural pacer. Some have pronounced the Clay family soft, but, if so, that quality must have come from the Surrey Mare.

Henry Clay was black in color, with a white crescent or half moon in the forehead, between the eyes, and one white foot behind. It is stated upon good authority that he stood about 15.1 hands at maturity. He had a good-sized head, and his large, pleasant eyes gave him an intelligent, attractive countenance. His

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ears were of moderate length, but the distance between them was greater than that of the average highly bred horses. **His neck was of medium length** and well set upon oblique shoulders. He was deep through the lungs and heart, and had a strong, well-ribbed, round barrel of good length. His back was rather long and his coupling extended farther back towards the roots of his tail than that of the founders of most of the other trotting families. His hips were of good length and his rump somewhat steep and drooping. His legs were clean and strong, his joints sound and firm and his feet excellent, but his hind leg was shaped somewhat after the sickle formation. He was a horse of good substance, and his bone was of the dense, ivory-like texture which horsemen admire. He was a good-gaited, natural trotter and an untiring roadster. He was considered a promising trotter when young and it is stated upon good authority that in his early days he was handled some for speed.

In 1845 Mr. Patchen sold Henry Clay to General Wadsworth of Livingston county, N. Y. The price, if we rememeber correctly, was one dollar a pound, and the weight of the horse one thousand pounds. General Wadsworth owned the horse for several years and allowed him to stand for public service at various places. In 1854 he became the property of Bailey Brothers of Bristol, N. Y. The horse was also at Bristol some during the seasons of 1845, 1846 and 1847. He was blind for several years previous to his death, which occurred in 1867.

Henry Clay did not make a great showing as a sire of 2.30 performers. He is credited with only two

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trotters that took records in standard time. It must be borne in mind, however, that he was always kept in New York State, and that Mambrino Chief did stud service there seven seasons without getting a single standard performer. In addition to the trotters Black Douglass (2.30) and Jericho (2.30), Henry Clay also got Centreville (trotting record to wagon 2.31), and Andy Johnson (2.32).

Three sons of Henry Clay are found in the Great Table in the Year Book. They are Andy Johnson, Cassius M. Clay and Henry Clay, Jr. His daughters produced six trotters that took records in standard time, the fastest of which was the renowned trotting sire George Wilkes (2.22). The only one of the sons of Henry Clay through which the family is now being perpetuated is Cassius M. Clay, whose registered number is eighteen.

CASSIUS M. CLAY. Cassius M. Clay was a dark bay horse of powerful build, not far from sixteen hands high. He was bred by Joseph Oliver, Brooklyn, N. Y., and foaled in 1843. His dam was a 15.3 hand, spirited bay, known as Jersey Kate. It was claimed at one time that she was by Mambrino, son of imported Messenger, but the claim was not substantiated. She possessed unusual merit, however, if her breeding is unknown, for before being mated with Henry Clay she produced the trotter John Anderson (2.41). Cassius M. Clay was bought by Mr. George M. Patchen of Brooklyn, N. Y., who kept him for stock purposes in New York State until his death, which occurred in July, 1854, when the horse was eleven years old. Although he showed good trotting

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action and probably considerable speed for his day, he was not credited with a record. Eight of his get were raced some, but he is credited with only one in the 2.30 list. That one, however, George M. Patchen (2.23 1-2), was one of the greatest trotters of his day. Nine of the sons of Cassius M. Clay sired trotters that made records in standard time, and his daughters produced one trotter that took a record of just 2.30.

GEORGE M. PATCHEN (2.23 1-2). The fastest of the get of Cassius M. Clay was the famous trotting stallion George M. Patchen, that lowered the world's champion trotting stallion record to 2.23 1-2. George M. Patchen was foaled in 1849 and won his first race in 1854, taking a record of 2.41. In 1859 he won eight races, beating some famous trotters, including Lancet, and took a record of 2.25 1-4. In 1860 he beat Ethan Allen (2.25 1-2) twice, and also beat the famous Flora Temple (2.19 3-4) twice. The latter beat him nine times that season, however, although in one of the nine he won a heat from her in 2.23 1-2, the fastest ever won by a trotting stallion up to that time. He was campaigned four seasons in all, viz.: 1857, 1859, 1860, 1863, and won twenty races.

The Clay family has been denounced by some as quitters; George M. Patchen, however, won the admiration of all horsemen by his unflinching gameness and great endurance. Many of his races were against Flora Temple (2.19 3-4), the champion trotter of her day, and though she beat him in the majority of them, he was never accused of not trying to beat her at every stage of the game. The greatest reinsman and best

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authority of his day, Hiram Woodruff, said of George M. Patchen in his Trotting Horse of America:

There had not been another horse that had been so close to Flora Temple herself in speed, in ability to stay a distance, and in apparent endurance and capacity to keep at it race after race as George M. Patchen. He beat her more heats than any other horse, and most of the heats in which she beat him were very fast and close. He met her, too, at the golden prime of her life, when she had just reached the full maturity of her extraordinary power.

George M. Patchen was foaled in 1849 and died May 1, 1864. He was a brown horse, strong, sixteen hands high, of powerful conformation, a trifle coarse about the head, and heavy in the carcass, but a slashing gaited, honest, reliable trotter. His dam was by a running bred colt called Head'em. The latter was by imported Trustee, and his dam was Itasca, by the noted four-mile race winner, American Eclipse. The second dam of Head'em was Betsey Ransom, by Virginian, a son of Sir Archy. Four of the get of George M. Patchen made trotting records in standard time. The fastest of these was Lucy (2.18 1-4). He is credited with fourteen sons that sired sixty-one trotters and two pacers with records in standard time; also with four daughters that produced four trotters and one pacer with standard records. His most successful sons as sires of speed were Seneca Patchen, George M. Patchen, Jr. (2.27), and Godfrey Patchen.

NEAVES' CASSIUS M. CLAY, JR. The most successful son of Cassius M. Clay as a perpetuator of speed was Neaves' Cassius M. Clay, Jr., whose registered number is twenty. He was a brown horse, bred by Charles Mitchell, Manhasset, N. Y., and foaled in 1858. His

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dam was by Chancellor and Chancellor was by Mambrino, son of imported Messenger, his dam being a daughter of imported Messenger. The second dam of Neaves' Cassius M. Clay, Jr., was by Engineer 2d, he by Engineer, a son of imported Messenger. Engineer 2d got the renowned Lady Suffolk (2.29 1-2). It appears that Neaves' Cassius M. Clay inherited four crosses of imported Messenger, three through his dam and one through Young Bashaw. Neaves' Cassius M. Clay got four trotters that took standard records and four of his sons were sires of standard performers. The most noted of his sons as perpetuators of speed were Clay Pilot and Sayre's Harry Clay (2.29). Clay Pilot was bred by Colonel James Morgan of Cincinnati, O., and foaled in 1862. In Wallace's American Trotting Register the dam of Clay Pilot is given as "a catch filly, sire unknown; second dam Kate (grandam of Almont) by Pilot, Jr., son of old Pacing Pilot." There is pretty strong evidence, however, that the dam of Clay Pilot was by old Pacing Pilot, the sire of Pilot, Jr.; second dam by Grey Eagle, a running-bred son of Woodpecker, by Bertrand; and third dam by Bertrand, son of Sir Archy. There is but slight doubt that Kate, the grandam of Almont, was from a daughter of Grey Eagle. The wires seem to be crossed in this pedigree, as given by the register and the man who bred Clay Pilot. The latter, however, should be the better authority. Clay Pilot was a fast natural trotter. He got three that made records in standard time, two of which were trotters. He left one son, however, The

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Moor (2.37), that was one of the most remarkable sires of uniform trotting speed of his day.

THE MOOR. The Moor was foaled in 1867 and died in 1875. His dam, Belle of Wabash, trotting record 2.40, was running bred, and is so registered in Vol. 6 of Bruce's American Stud Book, Page 1,077. Her sire was Young Bassinger, by Lieutenant Bassinger, and her dam was William The IV. mare. It is stated upon good authority that The Moor got but fifty-one foals in all, and six of them made trotting records of 2.30 or better. The three most noted of these were the stallion's Sultan (2.24) and Del Sur (2.24) and the famous brood mare Beautiful Bells (2.29 1-2). The latter is the dam of eleven trotters that made records from 2.12 3-4 to 2.29 1-2, two of which made yearling records respectively of 2.26 1-4 and 2.23.

The Moor is credited with three sons that are sires and ten daughters that are producers of standard performers. His ten daughters have produced twenty-five trotters and one pacer that have made records in standard time. The most successful of his sons is Sultan (2.24) and Sultan's dam was strong in the blood of imported Messenger. She was by Delmonico, whose sire, Guy Miller, was by Rysdyk's Hambletonian, and whose dam, the Adams mare, was also by Rysdyk's Hambletonian, and from a daughter of imported Bellfounder, sire of the dam of Rysdyk's Hambletonian. The second dam of Sultan was Celeste, by Mambrino Chief, and third dam, Big Nora, by Downing's Bay Messenger, a son of Harpinus, by Bishop's Hambletonian by imported Messenger. Sultan is credited with forty-two trotters and ten pacers that

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have made standard records with twenty-four sons that have sired ninety-two trotters and eighteen pacers with standard records; also with thirty-two daughters that have produced thirty-five trotters and nine pacers that have made records in standard time.

STAMBOUL (2.07 1-2). The fastest trotter and most successful sire of speed got by Sultan was Stamboul, that trotted a mile in 2.07 1-2 against time, in an effort to beat 2.08 at Stockton, California, November 23, 1891. The performance was not accepted as a record, however, by the Register Association, as some of the rules of that organization were not complied with. The 2.07 1-2 stands as a record, however, on the books of the National and American Trotting Associations. Stamboul was the fastest trotter that traces directly in the paternal line to Henry Clay. The dam of Stamboul (2.07 1-2) was Fleetwing, by Rysdyk's Hambletonian, and she also produced the trotting mare Ruby (2.19 3-4). Stamboul's second dam was Patchen Maid, by George M. Patchen (2.23 1-2), making him inbred to the Clay strain. The third dam of Stamboul was by old Abdallah, sire of Rysdyk's Hambletonian. It will be seen from this that Stamboul derived a much stronger inheritance from imported Messenger than from any other source. His pedigree shows four crosses of old Abdallah, and three of them were through Abdallah's most famous son, Rysdyk's Hambletonian. He had a stronger and closer inheritance from Rysdyk's Hambletonian than from Henry Clay, yet as he is a direct descendant in the paternal line of Henry Clay, he is very properly credited to the Clay family, and is its "bright, particular star."

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Stamboul (2.07 1-2) was not only the fastest of the Clay family, but was also its handsomest representative. He was a beautifully proportioned, smoothly turned, well finished horse, a seal brown in color, and stood 15.3 hands high. He was foaled in California in 1882, and died the property of E. H. Harriman, at Goshen, N. Y., August 17, 1901. He is the sire of forty-five that have made records in standard time, all trotters. He is credited with sixteen sons that have sired thirty-two trotters and five pacers, which have made records in standard time; also with nine daughters that have produced ten trotters which have made standard records.

SAYRE'S HARRY CLAY (2.29). Although Clay Pilot, with the aid of Belle of Wabash (2.40) and Rysdyk's Hambletonian, has to his credit the fastest trotter that traces in the direct paternal line to Henry Clay, there was another son of Neave's Cassius M. Clay that was a faster trotter than Clay Pilot, and also gained distinction as a perpetuator of speed. This was Sayre's Harry Clay (2.29), whose dam, Fan, was by imported Bellfounder. Fan was a full sister of the stallion Crabtree Bellfounder. Harry Clay was foaled in New Jersey in 1853, and died at Middletown, Orange county, N. Y., in 1887. He was a large black horse with four white feet and made a record of 2.29 at Chicago, Ill., July 9, 1864. He was raced some for five seasons and according to Chester's Complete Trotting and Pacing Records won twelve races in all. Four of his get made trotting records from 2.19 to 2.29 3-4. He is credited with fifteen sons that have sired standard performers, the most successful of which was King

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Clay, sire of eleven trotters with records of 2.30 or better, one of which is Clay King (2.27 3-4), sire of ten standard performers, nine of which are trotters, including The King (2.10 1-2).

Sayre's Harry Clay (2.29) gained his greatest distinction as a brood mare sire. He is credited with twenty-six daughters that have produced forty-four trotters and two pacers which have made records in standard time. His most noted daughter as a producer was the renowned Green Mountain Maid, the dam of nine trotters, with records of 2.30 or better. Four of the sons of Green Mountain Maid are sires of standard speed, and one of them was the famous Electioneer, the sire of one hundred and sixty-five trotters that are credited by the National and American Trotting Associations with records of 2.30 or better. Some of the fastest trotters produced by daughters of Sayre's Harry Clay are Masetto (2.08 1-4), Harrietta (2.09 3-4), St. Julien (2.11 1-4), and Bellini (2.13 1-4).

OTHER CLAY STALLIONS. Several other sons of Cassius M. Clay besides Neave's gained distinction as sires of standard speed and some of them were quite successful as perpetuators. Amos' Cassius M. Clay, Jr., by Cassius M. Clay, got the noted trotter, American Girl (2.16 1-2), a formidable rival of Lucy (2.18 1-4), Lady Thorn (2.18 1-4), and even of the renowned Goldsmith Maid (2.14). She beat the latter fairly seven times during the seasons from 1868 to 1872. She won in all fifty-two races and is credited with one hundred and fifty winning heats in 2.30 or better. American Girl was the only 2.30 trotter that Amos' Cassius M.

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Clay, Jr., ever got, and only one of his sons ever sired a standard performer.

STRADER'S CASSIUS M. CLAY, JR. Strader's Cassius M. Clay, Jr., by Cassius M. Clay, was quite popular as a sire and was something of a trotter himself. He won a few races and made a record of 2.35 1-4. He also sired four trotters that made records in standard time. His trotting inheritance was far superior to that of George M. Patchen (2.23 1-2). His dam was by Old Abdallah, the sire of Rysdyk's Hambletonian. His second dam was by Lawrence's Eclipse, a son of the old four-mile running race winner, American Eclipse, and his third dam was the Charles Hadley mare by imported Messenger. Strader's Cassius M. Clay, Jr., was owned several of the last years of his life by Gen. W. T. Withers, and did service at the noted Fairlawn Farm, Lexington, Ky. He was foaled in 1852 and died at Fairlawn in 1882. He received a better class of trotting bred mares and left a larger number of foals than any other son of Cassius M. Clay. The fastest of his get was Durango (2.23 3-4). The dam of Durango was Mattie West, dam of McMahon (2.21) by Almont; second dam Monogram by Mambrino Chief.

DURANGO. Durango is credited with eighteen that made standard records, all trotters; with seven sons that sired thirteen trotters and two pacers which have made standard records; also sixteen daughters that have produced twenty-two trotters and six pacers with standard records. The Rodes mare, dam of Lady Thorn (2.18 1-4) and Herr's Mambrino Patchen, was

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mated with Strader's Cassius M. Clay, Jr., and the result was Kentucky Clay, that got the great brood mare Flaxy, dam of Blondine (2.24 3-4), Autograph (2.16 1-2), etc. Autograph is the sire of fifteen trotters with standard records, one of which is Authoress (2.09 1-4). A daughter of Autograph produced the noted trotter, Major Delmar (1.59 3-4). The name of the Rodes Mare is found in the pedigrees of a greater number of 2.10 trotters and pacers than that of any of the other great brood mares ever produced. Fully one-third of all the 2.10 trotters are descendants of this wonderful daughter of the thoroughbred Gano. She was once mated with the thoroughbred, imported Consternation, and the produce, Consolation, was the fourth dam of the trotter William Penn (2.07 1-4), the fastest of the get of Santa Claus (2.17 1-2).

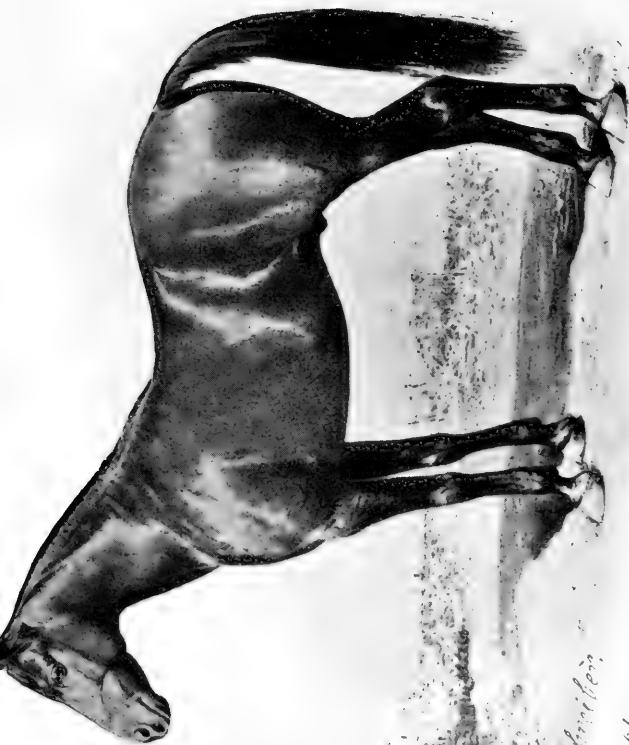
AMERICAN CLAY. American Clay is another son of Strader's Cassius M. Clay, that has gained considerable notoriety, especially for transmitting to his daughters the ability to perpetuate speed. The dam of American Clay was by imported Tranby; second dam by Aratus, a running bred son of Director, by Sir Archy; third dam by Josephus, a running bred son of Rob Roy, by Sir Archy; and fourth dam by Eaton's Columbus, another son of Sir Archy. American Clay got three trotters that made standard records and three of his sons have sired standard speed. One of these was Magic, that got the big game trotting mare Clemmie G. (2.15 1-2), owned at one time by Mr. George Fabyan of this city.

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The fame of American Clay is greatest as a brood mare sire. His daughters have proved very successful, both as producers of speed and of successful sires of speed. They are now credited with forty trotters and five pacers that have made standard records. The fastest of the produce of his daughters is David B. (2.09 1-4). Among the successful sires produced by daughters of American Clay are Sir Walter, Jr. (2.18 1-4), sire of Alcidalia (2.10 1-4), etc.; Ambassador (2.21 1-4), sire of fifty trotters and nineteen pacers that have made records in standard time; and Nelson's Wilkes, sire of forty trotters and seven pacers that have made records from 2.07 1-4 to 2.30, one of which was St. Croix (2.14 3-4), sire of *Anidrosis* (2.05 1-4), the fastest performer ever bred in Maine. A daughter of American Clay produced the dam of Col. H. S. Russell's noted stallion Edgemark (4) (2.16), the first trotting stallion to take so fast a four-year-old record as 2.16. Edgemark is the sire of Miss Whitney (2.07 1-2). The dam of Victor Von Bismarck, Edgemark's sire, was by Sayre's Harry Clay (2.29). The latter was the most successful brood mare sire in the Clay family, but American Clay is a close second.

GEN. HATCH. Gen. Hatch is another son of Strader's Cassius M. Clay that has gained some fame as a sire and perpetuator of speed. His dam was by imported Envoy and his second dam by imported Tranby. He was the sire of two trotters with records of 2.28. The dam of these two trotters was Dolly and her sire was Iowa, a running bred son of imported Glencoe. A daughter of Gen. Hatch that





HAROLD

Ch. H. H. H. H.

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was from this same Dolly, by Iowa, produced the dam of the noted world's champion trotter Alix (2.03 3-4). The dam of the fast game trotter Dr. Strong (2.07 1-2) was by Gould's Clay, a son of Neave's Cassius M. Clay, Jr. It has already been stated that the three most successful sons of George M. Patchen (2.23 1-2) as sires of standard speed were Seneca Patchen, George M. Patchen, Jr. (2.27), sometimes called California Patchen, and Godfrey Patchen. Neither of these three sons showed sufficient speed perpetuating ability to found a family of trotters. It may, however, have been lack of opportunity, rather than ability, that prevented them from doing so. George M. Patchen, Jr. (2.27), apparently possessed greater perpetuating ability than either of the other two named. He is credited with ten that made standard records, all trotters. He is also credited with eleven sons that have sired standard speed. The whole number of standard performers got by these eleven sons is twenty-five trotters and three pacers. The best of these eleven sires are Alexander and Sam Purdy (2.20 1-2).

GEORGE M. PATCHEN, JR. The dam of George M. Patchen, Jr. (2.27), was by Top Bellfounder, a son of imported Bellfounder. The dam of Alexander was by Brown's Bellfounder, another son of imported Bellfounder, making Alexander inbred to the Bellfounder strain. Alexander got six trotters that took standard records and three of his sons are found in the Great Table of sires. The best of these is Alexander Button (2.26 1-2), the sire of fifteen trotters and eight pacers with standard records. The dam of Alexander Button was by Napa Rattler. It looks now as though

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that branch of the family would end with Alexander Button or his son, Gen. Logan.

The George M. Patchen, Jr., cross is found in a number of fast performers. He got the second dam of the world's champion double-gaited performer, *Anaconda* (2.01 3-4) pacing, 2.09 3-4 trotting. Tuna, that trotted to a record of 2.09 1-2 in a winning race at the recent Grand Circuit meeting at Readville, is by James Madison, whose sire was Anteeo (2.16 1-2) and whose dam, Lucy Patchen, was by George M. Patchen, Jr. (2.27).

SAM PURDY. The best son of George M. Patchen, Jr., as a sire was Sam Purdy, race record 2.20 1-2, and he was also the best campaigner got by his sire. The dam of Sam Purdy was Whiskey Jane, by Roy's Medoc, a son of the successful thoroughbred race horse and sire, Medoc, by American Eclipse. Sam Purdy was the sire of seven trotters and two pacers that have made records in standard time, the fastest of which is *Miss Woodford* (2.09 3-4). None of his sons appear in the Great Table of sires of standard performers, but his daughters have produced seven with standard records.

ANDY JOHNSON. Many other stallions of the Clay family, besides those named, have attained some degree of success as sires, but as we are dealing with the principal trotting families, rather than individuals, it is not necessary to describe them all. One of those not mentioned above was Andy Johnson, by Old Henry Clay. Andy Johnson got the great brood mare Hattie R., the dam of seven trotters that have made records of 2.30 or better, also the dam of one sire of standard

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speed. Spink, a son of Andy Johnson, got the noted plow horse Captain Lewis (2.20 1-2).

It is claimed that Old Henry Clay was a very famous roadster in his day, and many of his descendants have been distinguished for superior road qualities. Many of the family have been noted for bold trotting action. This is especially true of the descendants of the noted brood mare sire, Sayre's Harry Clay (2.29). The Clay family has a longer line of developed trotting inheritance than any of the others, yet this family has been almost completely swallowed up and its best qualities absorbed by the Hambletonian family, and in the near future it will be known only in equine history. The best stallions in that family, as has already been shown, have inherited much more of the blood of imported Messenger than of imported Grand Bashaw, and those that in recent years have been most successful as sires, though tracing direct to Henry Clay in the paternal line, have been much more closely related to Rysdyk's Hambletonian than to Henry Clay.

CHAPTER VI.

THE MORGAN FAMILY.

Justin Morgan.—Sherman Morgan.—Vermont Black Hawk.—
Ethan Allen (2.25 1-2).—Daniel Lambert.—General Knox.

THE MORGAN FAMILY. The trotting family that is generally regarded as fourth in importance and rank is that branch of the Morgan family that sprang from Vermont Black Hawk, sometimes called Hill's Black Hawk, and registered in the American Trotting Register as Black Hawk 5. He was a grandson of the famous horse, Justin Morgan. Less is generally known by the average horseman and by the majority of students of the breeding problem concerning the origin and ancestors of the horse Justin Morgan than of the founders of either of the other trotting families.

JUSTIN MORGAN. Statements in regard to the origin and blood lines of Justin Morgan have been so numerous and conflicting as to confuse many who have not taken the time to investigate and compare them. To sift these statements and glean from them the real facts is no small task. To present all of them would require more space than can be spared. The first man to make a persistent effort to collect the facts in regard

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to this horse and present them to the public was D. C. Linsley, then a resident of Middlebury, Vt. The result of his efforts was a book entitled "Morgan's Horses," published in 1856. Mr. Linsley was an honest, conscientious man and secured much valuable information, part of which was original—and from parties whose statements were based on their own personal knowledge or on information given them verbally by trustworthy men who had personal knowledge of the facts communicated—and the rest from articles gleaned from reliable publications. After weighing the statements carefully, Mr. Linsley reached the conclusion that the horse Justin Morgan was bred in the vicinity of West Springfield, Mass., and was taken to Randolph, Vt., by a Mr. Justin Morgan who formerly lived at West Springfield, and that the sire of this horse was True Briton, also known as Beautiful Bay.

There are some, even at this late day, who are not acquainted with all the facts, that believe the horse Justin Morgan originated in Canada. They get this idea from a letter dated Sherbrook, P. Q. (then Lower Canada), August, 1841, and written by a Mr. Geo. Barnard, to the publishers of the Albany Cultivator, an excellent agricultural publication, then issued monthly at Albany, N. Y. A part of this letter is as follows:

For the last dozen years, being aware, both by observation and experiment, of the surprising results of crossing the Canadian with other breeds of horses, and having become acquainted with the vast variety and different qualities of various races in the Canadian breed, I have believed that the

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original Morgan horse was of French Canadian origin. This opinion being confirmed by the accounts here given, I am anxious to ascertain whether any one can prove it erroneous, and, if not, to make it public, that it may be known that thousands of horses may be obtained in French Canada of the same blood and not inferior in qualities to the Morgan whose existence added several hundred thousand dollars to the wealth of Vermont.

Mr. Barnard's letter was accompanied by an affidavit of one John Stearns, to the effect that some thirty-seven years previously, when he was a boy about thirteen years old, or about 1804, he heard somebody say that the Morgan horse had just been brought from Montreal, Canada, by Mr. Justin Morgan, etc., etc. The town records show that Mr. Justin Morgan died in 1798, or six years previous to the time when John Stearns claimed to have seen the horse which he heard some one say Justin Morgan had just brought from Montreal. Mr. Barnard frankly admits that his object in claiming that the Morgan horse originated in Canada was to make a demand for Canadian horses. It is not probable that he had ever examined a genuine descendant of the original Morgan horse at the time he wrote the letter from which the above was quoted. In fact, it is very certain that he had not, for under date of October 25, 1841, he wrote to the Albany Cultivator in regard to the Morgan horse as follows:

In my communication on this subject, published in the late October number, I have expressed too confident an opinion in saying I believed the original horse (Morgan) was of French Canadian origin. I have recently had some acquaintance with a Morgan horse endowed with all the peculiarities of the breed; sufficient to make me forbear any decided

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opinion on the point in question, until very clear evidence is adduced. The affidavit which I furnished is only probable and not conclusive testimony that the original horse was of French Norman descent, and procured in Montreal.

This second letter of Mr. Barnard was written shortly after his first one, accompanied by the affidavit, was published. It is quite evident from this second letter that Mr. Barnard placed little confidence in the erroneous affidavit of Stearns, and had learned from experience that the characteristics of the genuine Morgan were very different from those of the Canadians, which bore some resemblance to the Morgan in size and conformation, but were decidedly unlike them in temperament, style, gait and road qualities, as all of us know who had experience with both the Morgans and Canadians to saddle and harness on New England roads fifty years ago. The letter of Mr. Barnard and affidavit which accompanied it brought a positive and emphatic denial of the statements which they contained, from several trustworthy parties who were knowing to the facts concerning the origin of the horse in question and his introduction into Vermont. One of those who flatly contradicted the statement was John Morgan, a son of the man who took the horse from the Connecticut River valley to Vermont. We have been led to mention Mr. Barnard's letter and the erroneous affidavit of John Stearns from the fact that only about fifteen years ago the late Leslie E. McLeod published an article entitled "The Trotting Horse Historically Considered," in which he made the following statement:

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The descendants of Justin Morgan had the showy trappy gait, conformation and other characteristics that find their counterpart in certain Canadian families, and after duly weighing all the facts presented as to his history, I think the most reasonable conclusion is that he was of Canadian descent.

It is evident that Mr. McLeod had never read, or if he had read he had forgotten, the statement made by Mr. Barnard in his second letter and also the statements of Mr. John Morgan, a son of Mr. Justin Morgan, the man who took the horse to Vermont, and for whom the animal was named. Some years after Mr. Linsley's work, now out of print, was published, several men who were admirers of the Morgans investigated the origin and early history of the horse Justin Morgan, and the facts which they learned that threw light on the subject were published in various newspapers. Hon. Joseph Battell of Middlebury, Vt., has spent more time and money in such investigations than have all other men combined. Mr. Battell has published these facts in Vol. 1 of the Morgan Horse and Register. Many of the facts contained in Linsley's work are embodied in Mr. Battell's, but a vast number of facts pertaining to the subject, dug up by Mr. Battell and others from reliable sources, are added. A careful examination and comparison of all the facts presented by Mr. Battell and others show most conclusively that the founder of the Morgan family of horses was bred by Justin Morgan before he moved from West Springfield, Mass., to Vermont in 1788, and that the colt was foaled somewhere in the Connecticut

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River valley as early as 1789. He was taken to Vermont as early as 1793, for Mr. Justin Morgan advertised him to stand for service in Vermont that season. The horse was advertised under the name of Figure, and was always called that by Mr. Morgan as long as he owned him. Later in life the horse was named for the man who brought him to Vermont, Justin Morgan.

The sire of the horse Justin Morgan was known as True Briton, also as Beautiful Bay, and Traveler. He was from the best of racing stock, tracing directly in the paternal line through the noted Croft's Partner to Byerly Turk, and through his dam straight to Godolphin Arabian, from both of which he inherited two crosses. Through his dam, Betty Leeds, True Briton inherited a cross of the renowned Flying Childers, the fastest son of Darley Arabian. True Briton was by Lloyd's Traveler, he by Morton's imported Traveler, a son of Croft's Partner. The latter was by Jigg, a son of Byerly Turk. The dam of True Briton was Betty Leeds, by Babraham, son of Godolphin Arabian; second dam by Bolton Starling; third dam by Godolphin Arabian and fourth dam by Flying Childers, the fastest horse in England in his day.

The dam of Justin Morgan was by Diamond, he by Church's Wildair, a son of imported Wildair, the horse that the English breeders sent over here and bought to take back to England and keep for stock purposes. Imported Wildair was by Cade, one of the most successful sons of Godolphin Arabian as a sire and perpetuator of racing speed. The dam of imported Wildair was by Steady, a son of the famous Flying Childers, and his second dam was by Croft's Partner,

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the best son of Jigg, and the latter the most successful son of Byerly Turk as a sire. Here we find the same three horses again which did so much to improve the quality of the racing stock of England, viz., Byerly Turk, Darley Arabian and Godolphin Arabian. The pedigree of imported Messenger contains the names of these three noted horses, and some of them more than once. There is good reason to believe that the second dam of Justin Morgan was by Sportsman, a son of Arabian Ranger, but no direct proof that such was the fact has ever been presented. The tabulated pedigree of Justin Morgan appears in Mr. Battell's work, as stated above. It is apparent from this that the founder of the Morgan family was well bred. No horse that was not well bred could accomplish what he did from the class of mares with which he must have been mated at that early day in Vermont. No horse of his time stamped his offspring more strongly with his own characteristics or endowed his get with greater ability to perpetuate those valuable characteristics through succeeding generations than did Justin Morgan. Probably no horse of his size ever lived that could pull so heavy a load as he or do it more cheerfully. Though of diminutive size, he was a giant in strength and had the courage of a lion, yet he was as docile as a lamb. It was claimed that he could out-draw, out-walk, out-trot and out-run every horse that was ever matched against him, and his owner never declined a challenge, however large and fast the opponent, though his races were for short distances and straight away on the road. In D. C. Linsley's excellent work the horse is described as follows:

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The original, or Justin Morgan, was about fourteen hands high and weighed about nine hundred and fifty pounds. His color was dark bay, with black legs, mane and tail. He had no white hairs on him. His mane and tail were coarse and heavy, but not so massive as has been sometimes described; the hair of both was straight and not inclined to curl. His head was good, not extremely small, but lean and bony, the face straight, forehead broad, ears small and very fine, but set rather wide apart. His eyes were medium size, very dark and prominent, with a spirited but pleasant expression, and showed no white round the edge of the lid. His nostrils were very large, the muzzle small, and the lips close and firm. His back and legs were perhaps his most noticeable points. The former was very short, the shoulder blades and hip bones being very long and oblique, and the loins exceedingly broad and muscular.

His body was rather long, round and deep, close ribbed up; chest deep and wide, with the breastbone projecting a good deal in front. His legs were short, close-jointed, thin, but very wide, hard and free from meat, with muscles that were remarkably large for a horse of his size, and this superabundance of muscle exhibited itself at every step. His hair was short, and at almost all seasons soft and glossy. He had a little long hair about the fetlocks, and for two or three inches above the fetlock on the back side of the legs; the rest of the limbs were entirely free from it. His feet were small, but well shaped, and he was in every respect perfectly sound and free from any sort of blemish. He was a very fast walker. In trotting his gait was low and smooth, and his step short and nervous; he was not what in these days would be called fast, and we think it doubtful whether he could trot a mile much if any within four minutes, though it is claimed by many that he could trot it in three.

Although he raised his feet but little, he never stumbled. His proud, bold and fearless style of movement, and his vigorous, untiring action, have, perhaps, never been surpassed. When a rider was on him, he was obedient to the slightest motion of the rein, would walk backwards rapidly under a

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gentle pressure of the bit, and moved sideways almost as willingly as he moved forward; in short, was perfectly trained to all the paces and evolutions of a parade horse; and when ridden at military reviews (as was frequently the case), his bold, imposing style, and spirited, nervous action attracted universal attention and admiration. He was perfectly gentle and kind to handle, and loved to be groomed and caressed, but he disliked to have children about him, and had an inveterate hatred for dogs, if loose always chasing them out of sight the instant he saw them.

When taken out with halter or bridle he was in constant motion, and very playful. He was a fleet runner at short distances. Running horses short distances for small stakes was very common in Vermont fifty years ago. Eighty rods was very generally the length of the course, which usually commenced at a tavern or grocery, and extended the distance agreed upon, up or down the public road. In these races the horses were started from a "scratch," that is, a mark was drawn across the road in the dirt, and the horses, ranged in a row upon it, went off at the "drop of a hat" or some other signal.

Among the many races of this description that he ran were two in 1796, at Brookfield, Vt., one with a horse called Sweepstakes from Long Island and the other with a horse called Silver Tail from St. Lawrence county, New York. Both of these he beat with ease. Mr. Morgan (who then owned him) offered to give the owner of Silver Tail two more chances to win the stake, which was fifty dollars, by walking or trotting the horses for it, which was declined. There are many accounts of other races which he ran and won, but these accounts not fully agreeing as to the details, we have not mentioned them.

In the harness Justin Morgan was quiet but full of spirit, an eager and nimble traveller, but patient in bad spots; and although for a long time steadily engaged in the heavy work of a new farm, his owner at that time informs us that he never knew him to refuse to draw as often as he was required to, but he pithily adds, "I didn't very often have to ask him

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but once, for whatever he was hitched to generally had to come the first time trying." This uniform kindness at a pull was one of the striking characteristics of the horse, and the same trait may be observed in the greater part of his descendants.

Following is an extract from a letter written by Solomon Steele to Mr. Linsley, and published by the latter in *Morgan Horses*: "Mr. Morgan leased this horse to Robert Evans, for one year, for the sum of fifteen dollars. Immediately after this Evans undertook the job of clearing fifteen acres of heavy-timbered land for a Mr. Fisk, and before the first of June following had completed the job, with no other team but this colt, though not regarded as a 'salable horse.'

"While Evans was engaged in piling this timber, the remarkable powers of this horse, it would seem, were in a measure developed, as he was then found able to out-draw, out-walk, out-trot, or out-run every horse that was matched against him. An instance was related to me by Mr. Nathan Nye, who was an eye-witness, and whose testimony was never questioned. I noted it at the time, and will relate it in his own words:

"'At the time Evans had this horse, a small tavern, a grist mill and a saw mill were in operation on the branch of White River, in Randolph, and at this place the strength of men and horses in that settlement was generally tested. On one occasion' (says Nye) 'I went to these mills, where I spent most of the day, and during the time many trials were had, for a small wager, to draw a certain pine log, which lay some ten rods from the saw mill.

"'Some horses were hitched to it that would weigh 1,200 pounds, but not one of them could move it its length. About dusk Evans came down from his logging field, which was near by, and I told him the particulars of the drawing match. Evans requested me to show him the log, which I did; he then ran back to the tavern and challenged the company to bet a gallon of rum that he could not draw the log fairly on to the logway, at three pulls with his colt. The challenge

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was promptly accepted, and each having "taken a glass," the whole company went down to the spot.

"Arrived on the ground, Evans says: "I am ashamed to hitch my horse to a little log like that, but if three of you will get on and ride, if I don't draw it I will forfeit the rum." Accordingly, three of those least able to stand were placed upon the log. I was present with a lantern, and cautioned those on the log to look out for their legs, as I had seen the horse draw before, and knew something had got to come. At the word of command the horse started log and men, and went more than half of the distance before stopping. At the next pull he landed his load at the spot agreed upon, to the astonishment of all present.

"Not many days after this, the beaten party proposed to Evans to run a certain horse against his, eighty rods, for another gallon. Evans accepted, went from his work, and matched his horse against four different horses the same evening, and beat them all with ease.' "

This wonderful little horse died at Chelsea, Vt., in the winter of 1821. He was then thirty-two years old. Mr. Linsley's account of the circumstance is as follows:

He was not stabled, but was running loose in an open yard with other horses, and receiving a kick from one of them in the flank, exposed without shelter to the inclemency of a northern winter, inflammation set in and he died. Before receiving the injury which caused his death, he was perfectly sound and entirely free from any description of blemish. His limbs were perfectly smooth, clean, free from any swelling, and perfectly limber and supple. Age had not quenched his spirit nor dampened the ardor of his temper; years of severest labor had not sapped his vigor nor broken his constitution; his eye was still bright and his step firm and elastic.

The fact that Justin Morgan was so well preserved at thirty-two years of age is of itself alone sufficient proof that his blood inheritance was of the choicest,

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that his bone and muscle were of the finest quality and that he possessed a vast amount of nerve force. Had he not possessed such an inheritance it would have been impossible for him to transmit and perpetuate his valuable qualities with such uniformity when mated with the class of mares that he received there. "A tree is known by its fruit," and the inheritance of a stallion is surely known by the quality of his progeny. Trotting tracks were unknown in the days of Justin Morgan and his sons, but for road use, either under the saddle or in harness, and also for the stage coach and general purpose horses, the early Morgans were unsurpassed by those of any other family. His sterling merit was not appreciated until he was well advanced in years, and but comparatively few of his sons were kept for stock purposes. The three which proved most successful and are best known today as progenitors of speed were Bulrush, Woodbury and Sherman Morgan. The Morrill family, of which the Fearnoughts and Winthrop Morrills are branches, were descendants of Bulrush; the Golddusts, the Magna Chartas, and the dam of the successful sire Kentucky Prince, are members of the Woodbury branch; while from Sherman Morgan came the Vermont Black Hawk family, which includes those of Daniel Lambert, General Knox and others.

LADY SUTTON. One of the first of the Morgans to take a record of 2.30 was the brown mare Lady Sutton. She made a record of 2.30 in a memorable seven-heat contest with Lady Suffolk and Pelham at Centreville, L. I., August 3, 1849. Lady Suffolk won the first heat in 2.29 1-2, which equalled her best record to harness.

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She also got the second heat in 2.31. Lady Sutton won the third heat in 2.30 and Pelham was distanced, which left the contest to these two best representatives of the Messenger and Morgan families. The fourth heat was won by Lady Sutton in 2.31 1-2. The fifth was a dead heat in 2.32, and the sixth was also a dead heat, time, 2.31; but the stout thoroughbred backing that Lady Suffolk got, aside from Messenger, from the son of imported Wildair that sired her second dam, and through Shark that got the dam of Plato, sire of the dam of Engineer 2d, enabled Lady Suffolk to outlast the daughter of Morgan Eagle, and she won the seventh heat in 2.38. It was the most stubbornly contested race ever seen between two trotters. Morgan Eagle, the sire of Lady Sutton, was by Woodbury, son of Justin Morgan. These two mares met in several contests, and though Lady Suffolk was the victor in the majority of them, Lady Sutton beat her twice.

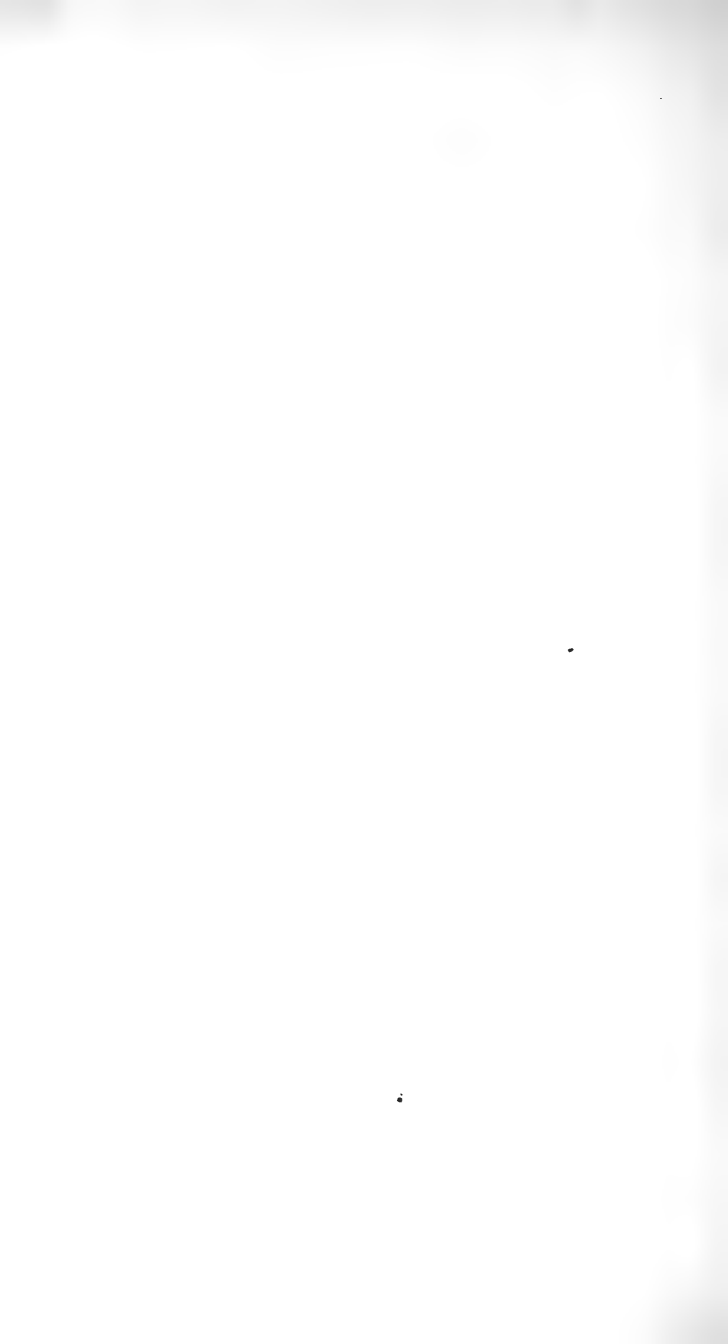
MAC (2.27). The brown gelding Mac was another of the early Morgan trotters of note. He beat some of the best trotters of his day and one of them was Lady Suffolk, that he defeated four times. Mac took a record of 2.27 to saddle in the third heat of a race that he beat Lady Suffolk, in the vicinity of Boston, June 14, 1849, and June 28, 1853, he made a record of 2.28 to harness on Union Course, N. Y. The sire of Mac was Morgan Cæser, also called Post Boy, and he, too, was a son of Woodbury Morgan.

SHERMAN MORGAN. The branch of the Morgan family which has been most prolific in trotting speed is the line which came through Sherman Morgan.



LADY THORN

September 1877
Boylston



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The latter was bred by Mr. James Sherman, Lyndon, Vt., and according to D. C. Linsley was foaled in 1808 or 1809. His sire was the original Justin Morgan. His dam was described by Mr. George Sherman, a son of John Sherman, as a chestnut in color, of good size, high-spirited and an elegant animal. He called her of Spanish breed. Others claimed that she was an imported English mare. From her elegant and blood-like appearance and high spirits it is evident that she was well bred. She was taken to Vermont from Providence or Cranston, R. I. It is stated upon good authority that she was bought by Mr. John Sherman of Providence, R. I., a brother of James Sherman, for her beauty and speed. Like Clara, the dam of Dexter (2.17 1-4), she met with an injury and finally became the property of James Sherman of Lyndon, Vt., who mated her with Justin Morgan, and the result was Sherman Morgan. It is probable that she was the best bred as well as the most elegant and spirited mare that was ever mated with Justin Morgan, though her breeding is unknown. Linsley says that "whoever may have bred this mare, and whether of Spanish or English descent, it is certain that she was a fine animal. She was a chestnut with three white feet and a white stripe in the face. Her head was good, ears small, neck light and rather long; not very compactly formed, and never carried much flesh. She carried her head high, was a spirited traveler, and an excellent saddle beast. She was very pleasant tempered, and worked kindly in all places."

From the same author we quote the following description of this remarkable son of Justin Morgan:

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Sherman (Morgan) was a bright chestnut about thirteen and three-quarters hands high and weighed nine hundred and twenty-five pounds. His off hind leg was white from the foot half way to the hock; and he had a small white stripe in the face; his head was lean and wedge-shaped, ears small and fine, eyes inclined to be small, but full, prominent and lively; his legs had some long hairs upon the back side, but were broad, flat and sinewy. He had a capital chest, with the breast bone very prominent; the shoulders were large and well placed, the neck excellent, the mane and tail full, but not remarkably heavy. His hips were long and deep, the loins broad and muscular, but he was a little hollow or sway-backed; still no suspicion of a weak back could attach to him or he would have broken down under the rough treatment he received in early life. When four years old, Mr. Sherman put him to hard work, and though for about two months in the spring of each year he worked but little, yet the remainder of the year his work was very severe. Mr. Sherman was a hard-working man and the animals under his charge had few opportunities to rest. Most of the year the horse was kept constantly at work upon the farm, much of which he helped to "clear up." In the winter Mr. Sherman usually ran a team steadily from Lyndon, Vt., to Portland, Me. For several years this team consisted of this horse and a half brother (?) sired by Justin Morgan, a year older and a little larger than Sherman.

Mr. Sherman was not a man to be outdone at drawing or driving and he was always ready to match his team against any he met to draw or run for a trifling wager. His little team became famous at every inn from Lyndon to Portland, and after a time the teamsters that knew the horses were afraid to match animals of any size against them. In the spring, when the sleighing became poor, the men who had been companions through the winter in the severe labor of teaming across the country would often congregate at the village taverns to spin yarns of their simple but rough adventures, engage in wrestling, running, foot and horse races, drawing matches, and many games invented to test the

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strength of men or horses. In addition to these attractions the prospects of a social glass of "Old Santa Cruz" may have had some influence in drawing together the people collected on these occasions, for it was at that time considered a pleasant beverage, and it was not generally known to be a subtle poison. Certain it is that these games were well attended and were conducted with much spirit. Drawing matches were at that time very common.

At Lyndon the usual way of drawing was to attach a horse to a sled, fill it with men and draw the load up a steep hill just north of the tavern. "When each his utmost strength had shown," Sherman would add a small boy to his largest load and commence the ascent, well satisfied if he could gain two or three feet at a pull, for nothing discouraged his horse, and it was difficult to load him so that he could not move a little. These facts are perfectly well known to many persons now (1856) living in Lyndon, and we mention them, not from any intrinsic interest they may possess, but having said that Sherman was slightly hollow-backed, we thought it necessary to show that if so his back was by no means weak.

Mr. Sherman sold this horse to Stephen C. Gibbs of Littleton, N. H., in 1819. Mr. Gibbs kept the horse one year and sold him to John Buckminster of Danville, Vt., but Mr. Gibbs had charge of him two years longer. After this he was kept at Danville and vicinity until 1829, when he was purchased of Mr. Buckminster by Mr. John Bellows of Lancaster, N. H. The summer of 1829 he was kept at Littleton, N. H., in charge of Stephen C. Gibbs; in 1830 he was kept at Dover and vicinity; in 1831 he was at Colonel Jacques' Ten Hills Farm, Charlestown, Mass. In 1832 he was at Dover and Durham, N. H.; in 1833 at Lancaster, N. H., and in 1834 at Dover and vicinity. He died in Mr. Bellows' stable in Lancaster the 9th of January, 1835. The cause of his death is unknown. He was left at ten o'clock in the morning apparently well, and at one o'clock in the afternoon was found dead. With the exception of some slight indications of age, he was apparently as free from every species of blemish or infirmity the morning of the day he died as when he was foaled.

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The thorough investigations, a few years ago, of Hon. Joseph Battell, brought to light some facts in the shape of old newspaper advertisements which tend to show that Mr. Linsley may have made slight mistakes in some of the above dates, but they are undoubtedly nearly correct on the whole. Mr. John Bellows, who owned Sherman Morgan the last six years of the horse's life, was a very capable and successful business man. He began buying cattle on his own account, collecting them in droves and driving them to market, when he was but seventeen years old. He finally owned a large amount of real estate and timber lands in the vicinity of the White Mountains. He lived at the Hotel Warren in this city during the last few years of his life and died there several years ago. The writer had several interesting interviews with Mr. Bellows toward the close of his life. He remembered Sherman Morgan well and never tired of talking when that horse was the subject of conversation. Mr. Bellows owned many horses during his life, but apparently valued Sherman Morgan much more highly than all the others. He was considered the best sire in New England in his day and during the last few years of his life yielded his owner a handsome yearly income. The horse was a prompt, cheerful roadster, but it has never been claimed that he was a fast trotter. His offspring were the best roadsters that could be found in their time, and some of them could show considerable speed at the trot for that early day. Many of his sons were kept for service and left excellent stock. The fastest trotter and most successful perpetuator of speed among them all was Vermont

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Black Hawk, founder of the Black Hawk trotting family.

VERMONT BLACK HAWK. Vermont Black Hawk, also known as Hill's Black Hawk and registered in the American Trotting Register as Black Hawk (5), was bred by Benjamin Kelly, then proprietor of a hotel in Durham, N. H. He was foaled about the middle of April, 1833, the property of Ezekiel Twombly, then also a resident of Durham. His dam was a large black mare which Mr. Kelly got from a traveling man or pedlar, in exchange for another horse. This pedlar said that the mare was half bred, that is, she was got by a thoroughbred horse, and that she was raised in the Province of New Brunswick, and brought from there by him. She was a well proportioned, strongly made animal, not far from sixteen hands high and weighed 1,100 pounds. She was a solid black in color with the exception of a white stripe in the face. She was a pure gaited trotter, never paced or mixed or showed any inclination to do so.

Mr. A. R. Mathes, at one time an oil merchant of Boston and an expert judge of horses, became the owner of Black Hawk when the horse was five years old. He knew the dam of Black Hawk well, and in a personal letter to the writer, some twenty years ago, had this to say of her: "I remember the dam of Black Hawk perfectly well. She was a good looking, large-sized black mare, said to have come from the Provinces. She was said to have been from English stock and from experience since I should think she was. Nothing was ever said or thought much in those days about pedigree or speed. I remember

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her as being a good-looking, easy-moving mare with long neck, large ears, full, large eyes, wide between the eyes, strong back, good legs and feet."

Mr. Shadrack Seavey, a man of excellent reputation, who had charge of this mare for eight years, stated to the writer that "she was a very pleasant, free driver, did not pull on the bit in the least, was a square trotter, never showing any inclination to pace, and was very fast for those days. In harness she carried her head pretty well up, needed but little checking. Although a free driver, she had a pleasant disposition. She had a long, slim neck, medium mane and tail, round barrel of good length, handsome, smoothly turned hips, quite a straight rump, legs clean, smooth and free from shaggy hairs. Her weight was 1,100 pounds." She was driven for several years by Mr. Seavey's grandmother, an old lady who was quite feeble.

When Black Hawk was foaled he was small, very poor, weak and homely. He looked so inferior and unpromising that Mr. Twombly thought seriously of killing him, and asked the advice of a neighbor in regard to the matter. After looking the colt over the neighbor said, "No, don't kill him; he may be worth a hundred dollars some day." Mr. Twombly decided to let the colt live, but said he hated to have such a looking thing following so good a mare. He told his grandson, Shadrack Seavey, then a youth of seventeen years, who lived with his grandparents, that he might have the colt for his own. Shadrack Seavey's mother was a daughter of Mr. and Mrs.

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Ezekiel Twombly. Shadrack lived with his grandparents until after he was "of age," and his grandfather died. The colt improved in looks as he grew older. But few farmers in that section thought they could afford to feed grain to their colts in those days, and Black Hawk was never treated to such a luxury as a feed of oats until after he left the farm where he was raised. Shadrack Seavey had sole charge of the colt, and at the usual age broke him both to harness and saddle. When the colt was three years old a veterinary surgeon was called to the farm to castrate him, but he was a good judge of horse stock, and advised young Seavey to keep the colt entire. The Morgans were then very popular in New England, and the get of Sherman Morgan, the most popular of them all. The colt was named Morgan by Mr. Seavey and was always so called as long as he kept him. He proved very intelligent and docile, and submitted to be used to harness and saddle without resistance.

About the time that Shadrack Seavey became twenty-one years of age his grandfather, Ezekiel Twombly, died. Although the colt had been given to Shadrack Seavey, the administrator of the estate claimed Morgan, and he was appraised as part of the estate at \$60. Mr. Seavey did not like to part with the colt, and, being a bright young man who could stand up for his rights, he put in a claim against the estate of \$60 for services rendered his grandfather. The claim was allowed and he was given the colt in payment. Morgan, as the colt was then called, was a born trotter. Mr. Seavey was not a horseman, yet with his handling Morgan improved in speed, so that

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he soon out-trotted all the best horses in that vicinity. His gait was pure and his inclination to stick to the trot was so strong that he never made a break during all the time that Mr. Seavey drove him. His beautiful trotting action and natural speed attracted the attention of horsemen and elicited favorable comment from them all. In the winter of 1837-8, when he was coming five years old, A. R. Mathes, who had heard of the colt, went to see him. He found the colt running in the farm yard with a lot of cows. Mr. Mathes informed the writer that the colt was then rather thin in flesh and would weigh only about eight hundred and fifty pounds, and as he had not been blanketed during the cold weather his coat was quite long. He appeared at first glance like an ordinary farm colt. Mr. Mathes asked Mr. Seavey to harness the colt to sleigh and drive him. He did so, and Mr. Mathes was so well pleased with his gait and speed that after considerable parley he induced Mr. Seavey to let him have the colt for another horse and \$50 in cash. As already stated, the colt was then coming five years old, or, as ages of horses are reckoned, was then five years old. Up to that time no one except Mr. Seavey had ever driven or ridden Morgan, as he was then called, or Black Hawk, as he is now known. Mr. Mathes was a natural horseman and quite an expert reinsman. In his hands the young horse soon showed great improvement both in speed and general appearance. He kept the horse a few months and then sold him to Messrs. William Brown and Benjamin Thurston of Haverhill, Mass., for \$200. Mr. Thurston finally bought Mr. Brown's interest in the horse, named him Black Hawk, used

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him as a family horse, handled him for speed, and raced him with considerable success.

Many of the races of that early day were not published, and undoubtedly several in which Black Hawk was engaged were among them. Chester's Complete Trotting and Pacing Records gives but two of his races. The first was at Boston in 1842, when he won a wager of \$1,000 by trotting five miles in 16 minutes. The other was October 3, 1843, in which he met and defeated Jim and Dying Sargent in a race of two mile heats, time 5.43, 5.48, 5.47. The second heat was won by Dying Sargent. It has been stated that Mr. Thurston taught Black Hawk to break and catch, a style of training practiced by many drivers at that early day. In the winter or spring of 1844 Mr. Thurston sold Black Hawk for \$800 to David Hill of Bridport, Vt., and his son, Noble Hill, then of Boston. The horse was taken to Bridport. David Hill finally became sole owner and kept him until Black Hawk's death, which occurred December 1, 1856. During the last twelve years of his life Black Hawk was the most popular and most extensively patronized trotting stallion then in America. He met with strenuous opposition, however, from friends of the Messengers, who derided the "little Morgans," and also from friends of the Morgan family, who were owners of rival Morgan stallions which they stood for service, but Black Hawk's merits had become so well known that the efforts of his enemies failed to detract from his popularity.

The high esteem in which Black Hawk was held by his former owner, Benjamin Thurston, is shown in

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the following extract from a letter written October 7th, 1847, by Mr. Thurston to David Hill, who then owned the horse: "I bought Black Hawk when he was five years old; for six years used him as my family horse, and think him without exception the finest horse I ever knew. I have owned many horses during the last twenty-five years, varying from ten to thirty-five at a time, and have also been in the habit of purchasing the best I could find for sale; but if the choicest qualities of all the best horses I ever owned were combined in one animal, I do not think they would produce one that would surpass Black Hawk. In the first place he is the best roadster I ever drew rein over. I have frequently driven him fifty miles in half a day, and once drove him sixty-three miles in seven hours and fifteen minutes. He did it with perfect ease, and indeed I never saw him appear fatigued. At the time I owned him, I believe he could have trotted one hundred miles in ten hours, or sixteen miles in one hour, or one mile in two minutes and forty seconds. In the second place, he has the best disposition of any horse I ever knew, and is perfectly safe for any lady to ride or drive. Thirdly, he will draw as kindly as any team horse. His stock is unequalled."

Early in the season of 1847, some of the friends of Mr. Hill and his horse, among them Solomon Jewett, then quite an extensive breeder of fine horses, persuaded Mr. Hill to publicly challenge any one to match any stallion in America against Black Hawk on the following points: "First, perfection of symmetry; second, ease and elegance of action; third, best and

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most perfectly broken to harness; fourth, fastest trotting to single harness"; the decision to be rendered by expert disinterested judges at the New York State Fair that fall. The challenge failed to bring about a match on those terms, but did result in a match to harness, between the Morse Horse and Black Hawk, which was contested at the time and place mentioned in Mr. Hill's challenge. The Morse Horse had something of a local reputation as a trotter, and as his dam was quite strongly inbred to the Messenger strain the friends of Messenger stock were greatly interested in the match before the race came off, and sadly disappointed by the result. Black Hawk had been so busy in the stud that season as to prevent putting him in racing condition. He received that season a total of one hundred and eighty-six patrons. He was on the ground at the appointed time, however, and parties who were present say that he beat the Morse Horse easily. This race does not appear in Chester's Complete Trotting and Pacing Records, and there is probably no account of it in existence that was published at the time. Some twenty odd years ago Mr. Solomon Jewett, who was present and remembered the contest, gave the time made. It was not fast, but was fast enough to win. It was claimed that the New York papers were then all so friendly to the Messengers and hostile to the Morgans, that they did not care to make known the victory of Black Hawk, but whether the claim had any foundation in fact we do not know.

Black Hawk got but few foals before he was taken to Vermont. During the thirteen seasons that he did

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service while owned by Mr. Hill, it is stated upon good authority that his patrons numbered 1772. In 1850, the number of mares mated with him was two hundred. For eight seasons the number of his patrons ranged from one hundred and sixteen to two hundred, and the average for those eight seasons was one hundred and sixty-seven. Some time after Black Hawk was taken to Vermont, and had become the most popular trotting stallion in America, some one started a story to the effect that he was not a son of Sherman Morgan, but was got by a horse called Paddy, that was owned by Mr. Bellows, and used as a "teaser" for Sherman Morgan. It was claimed that Paddy was black, that Black Hawk was black, and that Sherman Morgan never got a black colt or filly. The story was circulated industriously and was accepted as fact by many. When Mr. Charles Flint was Secretary of the Board of Agriculture of Massachusetts, somebody furnished him with the story, so embellished that he accepted it as fact, and published it in one of his annual reports. This version of the story was that, one *Sunday night*, some boys broke into the stable where Sherman Morgan, Paddy and the dam of Black Hawk were kept, and by lantern light, mated the dam of Black Hawk with Paddy. All that was necessary to stamp that story as false was the stud bill for Sherman Morgan for the season of 1832. One of those bills, framed, hangs in the Editorial room of the AMERICAN HORSE BREEDER. It shows that Sherman Morgan was at Benjamin Kelley's, Durham, N. H., *one night only in each week and that night was Wednesday*. This bill further shows that instead of Paddy, it was

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a son of *Sherman Morgan* that was *Sherman Morgan's* stable companion or teaser that year. Mr. Bellows at one time owned a stallion called Paddy, but he sold that horse in 1830 to a man in New Hampshire, who sent Paddy to Rhode Island. The stud book of Paddy, which is now the property of the AMERICAN HORSE BREEDER, shows that the date when the last mare was mated with him while he was the property of Mr. Bellows was July 31, 1830.

So much for the Paddy story, which we have good reason to believe was started by parties who at the time were interested in the stallion Gifford Morgan, an excellent representative of the Morgan family, then owned and kept in New Hampshire. The only ground for the story was that Black Hawk was black, but so was his dam. Mr. J. H. Wallace states in his latest work, "The Horse of America," that Paddy was "black as a crow." Mr. John Bellows, who owned Paddy, assured the writer that the horse was not black, but was brown in color. It is immaterial, however, what Paddy's color was, as he was not within one hundred miles of the dam of Black Hawk the season that the latter was begotten. The Stud Book of Sherman Morgan for 1832, which is now the property of the AMERICAN HORSE BREEDER, shows that a mare owned by Benjamin Kelley was mated with Sherman Morgan May 14, 1832, for which Mr. Kelley was charged \$14. This is marked paid, and underneath is a note in Mr. Bellows' handwriting stating that "from this service came Black Hawk."

In giving the history of Black Hawk in his latest work, Mr. Wallace has made several errors, some

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trivial, one at least very important. He accepts Sherman Morgan as the sire of Black Hawk, and states as evidence that when Ezekiel Twombly traded for the dam of Black Hawk with Benjamin Kelley, he agreed to pay the service fee of the stallion in case the mare proved with foal, but that when he came to settle he refused to pay more than \$7, which was the price of Paddy's fee; that Mr. Bellows sued for \$14, the fee of Sherman Morgan, and recovered that sum. This is a matter of small consequence, but it shows how careless some able and noted writers are in recording matters of history. The foundation for that story is this: Wingate Twombly, a son of Ezekiel, who lived with his father, took a mare owned by his father to the stallion Flint Morgan, owned by Mr. Bellows, and, without authority of his father, had her mated with that horse. Wingate was then of age. His father was displeased because he did this, as it was contrary to his wishes, and he refused to pay the service fee. Mr. Bellows sued for it and the Court decreed that Ezekiel Twombly, owner of the mare, must pay the fee, which he did. We had these facts from the lips of both Wingate Twombly and John Bellows. There was never any question about the bill for the service of Sherman Morgan and the dam of Black Hawk. No trace of the Paddy story can be found until some time after Black Hawk became the property of David Hill.

Mr. Wallace says that when Black Hawk was about two years old he was sold at auction to Albert Mathes of Durham, N. H., for \$70. This, too, is a harmless error. The horse was never sold at auction and did

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not become the property of Mr. Mathes until five years old, when Mr. Mathes gave \$50 in cash and another horse or mare valued at \$50 for him. In speaking of the dam of Vermont Black Hawk Mr. Wallace says, "The reasonable conclusion seems to be that she was double-gaited and when speeded she would go from the trot to the pace, or the pace to the trot, as the case might be." Had Mr. Wallace investigated this matter personally he would never have allowed such a glaring misstatement to have been published in his work. The man who was mainly responsible for the error is Allen W. Thompson of Woodstock, Vt., and he was one of those who argued that Black Hawk was got by Paddy, the horse that was sold by Mr. Bellows to George Bothwell of Northumberland, N. H., after the close of the season of 1830, and was sold or sent by Bothwell to some one in Rhode Island. Mr. Bellows stated to the writer that he neither owned nor even ever saw Paddy again after he sold him to Mr. Bothwell. Benjamin Kelley, who owned the dam of Black Hawk when she was mated with Sherman Morgan, May 14, 1832, stated to Ezekiel Twombly and others that the man from whom he got this mare informed him that she was a half-bred mare that was raised in the Province of New Brunswick. So far as known Mr. Kelley never made any other statement concerning her origin and breeding. The writer investigated this matter very carefully and thoroughly some twenty years ago and got his facts concerning the matter from trustworthy men who were well acquainted with Benjamin Kelley, Ezekiel Twombly,

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and the dam of Vermont Black Hawk, and Vermont Black Hawk himself.

Whatever credit—or otherwise—is due the man who first gave to the public the story that the dam of Black Hawk was a pacer, or mixed gaited, and had white hairs mixed with the black in her coat, belongs to the above named Mr. Thompson, as will be seen from the following extract from "The Horse of America," by J. H. Wallace, page 378:

In 1876 Mr. Thompson visited Albany for the purpose of examining everything that had been said in The Country Gentleman newspaper touching on the paternity of Black Hawk. In his search for the sire he would necessarily find many references to the dam, and among those references he was greatly surprised to find she had been described as a pacing mare. He goes on to say: "In our visit the same fall to Dover, Portsmouth, Greenland and Durham, N. H., we found a number that knew her when owned in Durham and they said she was then known as the Old Narragansett Mare." They said Benjamin Kelley, deceased, brought the mare into Durham, that he had a son John L. living in Manchester, N. H., and that he would know more about her. * * *

It appears that Mr. Thompson wrote to Mr. Kelley and got a reply from the latter dated Manchester, N. H., August 25, 1876. In this letter Mr. Kelley, who in early life followed the sea, says that he "returned to Durham from a voyage in 1830; that the following spring his father traded for a *dark bay mare*, that the teamster from whom he got her said she was a Narragansett mare. She would weigh 1,000 pounds. This letter was written from memory some forty-six years after Benjamin Kelley traded for the "*dark bay mare* called a Narragansett mare which would weigh 1,000 pounds." It is probable that Mr. John L. Kelley

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may have been correct in his statement that his father, Benjamin Kelley, traded for a bay Narragansett mare at the time named, but it is certain that the dam of Vermont Black Hawk was not a dark bay mare, was not called the "Old Narragansett mare" by Benjamin Kelley when he traded her with Ezekiel Twombly, was never known as such during the eight years that she was owned by the Twombly family; had no white hairs mixed through her coat, and never paced or mixed a step. The dam of Black Hawk was a solid black with the exception of a white stripe on the forehead. stood about sixteen hands high, weighed 1,100 pounds, was as square gaited a trotter as lived in her day, never paced or mixed, and was quite speedy.

During a personal interview with Wingate Twombly in 1885, at Portsmouth, N. H., on the farm of Mr. Charles H. Hayes, a breeder of premium Ayrshire cattle, Mr. Twombly stated to the writer that the pedlar from whom Mr. Benjamin Kelley got the dam of Black Hawk said that he was from Nova Scotia and that he brought this mare to the states. Wingate Twombly was a son of Ezekiel Twombly and was born in Durham, N. H., in 1806. He continued to live with his parents for several years after he became "of age." As he probably never saw the man who brought the mare from the Provinces, he must have got his information concerning the pedlar's statement from Benjamin Kelley, with whom he was well acquainted. Mr. Twombly did not say that the mare came from Nova Scotia, but that the pedlar came from that place. It is probable that the pedlar may have got her in New

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Brunswick. It is certain that he so stated to Mr. Benjamin Kelley.

After interviewing and leaving Wingate Twombly, who occupied a dwelling on a part of Mr. Hayes' farm, we had a talk with Mr. Hayes. The latter did not claim to know anything about the mare, of his own personal knowledge, but informed us that a man named Shadrack Seavey, living a few miles from there, in Greenland, N. H., could tell us more about the dam of Black Hawk, and the early history of Black Hawk himself, than any other man living. He also assured us that we could place implicit confidence in every statement that Mr. Seavey made, for he was a truthful man and highly respected among his townsmen. We drove at once to the farm of Shadrack Seavey and interviewed him. He informed us that Black Hawk was foaled not later than the middle of April, 1833, and that he was with the mare and colt within half an hour after the colt was dropped. We also had several personal letters in regard to the dam of Black Hawk from A. R. Mathes shortly after our interview with Mr. Seavey. Mr. Mathes was then living in Connecticut. His description of the size, color, conformation and gait of this mare agreed completely in every respect with that of Shadrack Seavey. The latter informed us that we were the first who had ever interviewed him to get the facts concerning Black Hawk and his dam. The testimony of Mr. Seavey and Mr. Mathes concerning the dam of Black Hawk cannot be impeached, and no one who ever knew them will question it. The pacing cross may be a valuable factor in a trotting pedigree, but Black Hawk got no aid

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in this directon from a pacing dam. Those who believe and claim that she was a pacer were simply mistaken in the identity of the mare.

The superior merit shown by the get of Vermont Black Hawk caused a great demand for his sons and daughters all over the country wherever road horses were bred, from Maine to California, and they sold for high prices. As a family they were unsurpassed for beauty, style and superior road qualities. Many of them were beautifully gaited trotters and fast for their day. There was a peculiar elasticity or springiness to their action, whether walking or trotting, not exhibited by the descendants of any other horse. Wherever stallions of Black Hawk descent were kept the horse stock of those localities soon showed marked improvement, in conformation, style, gait, speed and road qualities. Many of the produce of his daughters or daughters of his sons and grandsons have acquired great distinction either as performers or producers, or both. Gambetta Wilkes (2.19 1-4), a very successful son of George Wilkes as a sire, is one of them. His dam was by Gill's Vermont, he by Downing's Vermont, a son of Vermont Black Hawk. Gambetta Wilkes is now credited with one hundred and sixty-five that have made standard records, and twelve of them are in the 2.10 list.

Elyria (2.25 1-4), by Mambrino King, is the sire of a greater number of performers with standard records than any other stallion that is a direct descendant in the paternal line of Mambrino Chief. He is now credited with eighty-two, and sixty-nine of them are

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trotters. The dam of Elyria was by Bradford's Telegraph, a son of Vermont Black Hawk. Nelson (2.09), by Young Rolfe (2.21 1-4), was the first stallion to take a trotting record of 2.10. This record was made to high wheels and over a regulation track. It has never been equalled by any other trotting stallion under similar conditions. He is now credited with fifty-one performers that have made records in standard time, a greater number than has been sired by any other stallion that has ever stood in Maine. The second dam of Nelson was a daughter of Vermont Black Hawk. Alcander (2.20 1-2) has sired a greater number of performers with records from 2.00 1-4 to 2.30 than any other son of Alcantara (2.23). The third dam of Alcander was by Vermont Black Hawk.

ETHAN ALLEN (2.25 1-2). The number of standard performers got by Vermont Black Hawk was four, and three of them were trotters. The number of his sons that sired 2.30 performers was seventeen. His daughters produced four that took records in standard time, and seven stallions that sired 2.30 speed were from his daughters. The most distinguished trotter and successful perpetuator of speed, style and beauty got by Vermont Black Hawk was Ethan Allen. The latter was bred by Joel W. Holcomb of Ticonderoga, N. Y., and was foaled June 18, 1849. His dam was a small but spirited animal, grey in color, that had been considerably injured by rough, hard usage before she was used for brood purposes. Mr. Joseph Battell spent much time and money carefully investigating her origin and history. He learned that she was bred

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by John Field of Springfield, Vt., and got by a handsome Morgan built bay stallion, known as Robin, or Red Robin. It was believed by good judges of horse stock who knew this Robin that he was got by the original Justin Morgan, but no direct proof has been presented to substantiate the claim, as his breeder had no doubt died long before Mr. Battell began his investigation. All who knew her agree in the statement that she was a smart, resolute traveler, and was a square gaited trotter. Some thought she could show close to three minute speed. Her dam had the appearance of being a Morgan and her second dam was believed to be a daughter of old Justin Morgan.

Ethan Allen was a bay in color with black points, stood about fifteen hands at maturity, and weighed about one thousand pounds when in good condition. He was the third foal that his dam produced by Vermont Black Hawk. The first was Black Hawk Maid, foaled in 1846, and she trotted to a record of 2.37. The second, foaled in 1847, called Red Leg, was not so fast as Black Hawk Maid, but quite a trotter in his day.

Up to the season of 1848 the service fee of Black Hawk was \$10, but in 1848 it was increased. Mr. Holcomb left the dam of Ethan Allen at Mr. Hill's place that season some time after she was mated with Black Hawk. This fact we learned from a personal interview in this city some twenty-five years ago with Mr. Noble Hill, a son of David Hill, who spent part of the summer of 1848 visiting his father at Bridport, and remembered seeing the Holcomb mare running in a field there. When Mr. Holcomb settled with Mr. Hill, the latter charged him the amount of the advanced

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service fee and also for the keep of the mare. Mr. Holcomb was dissatisfied with the bill, and held a grudge against Mr. Hill for several years on that account. It has been stated by some that David Hill was an uncle of Mr. Holcomb, but this is a mistake. He was an uncle of Mr. Rowe, who at one time was a partner of Mr. Holcomb in the ownership of Ethan Allen. After Ethan Allen had become somewhat famous on account of his elegant style, beautiful gait and speed, Mr. Holcomb, who was fond of a practical joke and wanted to annoy Mr. Hill, wrote a letter to Mr. Riley Adams, who then owned a handsome Morgan stallion called Flying Morgan, stating that he had made all the reputation for David Hill's stallion Black Hawk that he cared to, and added that Ethan Allen was not by Black Hawk, but was by Flying Morgan. This letter was written in the presence of several men in Mr. Holcomb's hotel at Ticonderoga. Some of them remonstrated with Mr. Holcomb for writing a letter containing so false a statement, simply for the purpose of annoying Mr. Hill, and he finally added a postscript, leaving considerable space between that and the letter. In the postscript, Holcomb stated that Ethan Allen was not by Flying Morgan, that the latter never smelled of Ethan Allen's dam, but that Ethan Allen could beat Flying Morgan. The letter was sent to Mr. Adams, and was soon exhibited by him to many persons with the postscript torn off. Flying Morgan bore some resemblance to Ethan Allen in color and conformation, and many believed the false story that he was Ethan Allen's sire. Among those who argued strenuously that such was the case was Allen W.

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Thompson, a man who always insisted that Vermont Black Hawk was by Paddy, instead of Sherman Morgan, and who discovered (?) that the dam of Vermont Black Hawk was a pacer and was called "Old Narragansett."

Flying Morgan was owned at one time by a Dr. Russell. Mr. Adams, who afterwards owned Flying Morgan, and Allen W. Thompson both claimed that, while Flying Morgan was owned by Dr. Russell, the latter drove the horse to Ticonderoga, and left him at the stable of Joel W. Holcomb for a day or two, while he went across the lake, and that while the doctor was away Mr. Holcomb surreptitiously mated the dam of Ethan Allen with Flying Morgan. Mr. Thompson or some one else obtained an affidavit from a man who was at one time in Mr. Holcomb's employ substantiating the statement. Mr. Holcomb finally retracted the statement made in his letter to Mr. Adams, acknowledged that Black Hawk was the sire of Ethan Allen, and said that his reason for writing such a letter was, that Mr. Hill charged him a "big bill on the old mare" and he wrote the letter to plague him. This did not change the minds of some, however, and they still insisted that Ethan Allen was the same color as Flying Morgan, and that Black Hawk was black, hence Ethan Allen must have been got by Flying Morgan. The stud book of Black Hawk was searched and it was learned from it that Joel Holcomb's mare was mated with Black Hawk July 9, 1848; also that she was returned to Black Hawk June 28, 1849. As she produced Ethan Allen in 1849, and mares are usually returned on the ninth or tenth day after

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foaling, this proves that Ethan Allen was foaled June 18th or 19th, 1849.

Mr. Adams and Mr. Thompson claimed that it was in August, 1848, that Dr. Russell left Flying Morgan at Joel W. Holcomb's stable in Ticonderoga, and notwithstanding the facts shown by the stud book of Black Hawk, continued to assert that Ethan Allen was by Flying Morgan. It was known that Dr. Russell was a very methodical man. His accounts were carefully kept, and he also kept a memorandum book in which the events of each and every day were chronicled. Knowing this fact, W. H. Bliss, Esq., of Middlebury, Vt., aided by a son of Dr. Russell, the latter being dead, made a thorough search, a few years ago, for the doctor's old books, and finally found them. The old ledger of Dr. Russell shows that he bought an interest in Flying Morgan in 1849, *and that he took possession of the horse in 1850.* The doctor's old memorandum books show that it was August 6 and 7, 1850, when Flying Morgan was left at the stable of Joel W. Holcomb, Ticonderoga, N. Y. Ethan Allen at that time was about thirteen and one-half months old. These books of Dr. Russell are still preserved at Middlebury, Vt. They and the stud book of Vermont Black Hawk so effectually disposed of the Flying Morgan story that no attempt has been made to resurrect it since their discovery.

The reason for stating the above facts here is that many articles were written several years ago in which arguments were presented to try to prove that Flying Morgan and not Black Hawk was the sire of Ethan Allen. Some of these articles may come to the notice

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of young students of the breeding problem years hence, who, not knowing all the facts, might be misled by them and think that though Ethan Allen is given in the Register as a son of Black Hawk, articles to the contrary in regard to his paternity had not come to the knowledge of the registrar.

When a colt, Ethan Allen showed that he was a born trotter. Early in life he gave promise of great speed, and Mr. Holcomb sold a half interest in him to Orville S. Roe of Shoreham, Vt., a nephew of David Hill, owner of Black Hawk. When four years old he was matched against a trotter named Rose of Washington, and beat her in faster time than had ever then been made by a trotter of that age. He did some stud service in Vermont in early life, but was also used on the track, and continued to improve in speed. On October 28, 1858, he became the world's champion trotting stallion, by taking a record of 2.28. His best record to harness was 2.25 1-2, made at Union Course, N. Y., July 12, 1860. The performance which gave him greatest notoriety, however, was his defeat of the noted Dexter, the world's champion trotter, whose record was then 2.19, which he afterwards lowered to 2.17 1-4. In his match with Dexter, Ethan Allen was hitched with running mate. The race occurred at the Fashion Course, N. Y., June 21, 1867. The time of the fastest heat was 2.15. The well known horseman, Dunn Walton, informed us a few years ago that the day following the above race, Dan Mace drove Ethan Allen with a running mate a trial mile in 2.14, the last half in 1.04.

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In 1862, Messrs. Holcomb and Roe sold Ethan Allen to a Mr. Frank Baker. After keeping the horse awhile Mr. Baker sold him to Dan Mace and Mr. Walton. About 1866, Ethan Allen was bought by J. E. Maynard, who kept a stable for several years in Bowdoin Square, Boston, on the spot where the Bowdoin Square Theatre now stands. Mr. Maynard sold the horse to Eph. Simmons, but soon bought him back again, and in the Fall of 1868 sold him to Wesley P. Balch, who bought him for Col. H. S. Russell, proprietor of Home Farm, Milton, and for several years the efficient and popular Fire Commissioner of Boston.

In 1869 and 1870, Ethan Allen stood at Mystic Park, in charge of J. J. Bowen, and was well patronized. Mr. Bowen has stated to the writer that Ethan Allen was the best gaited trotter and the best gentleman's roadster that he ever sat behind. In the fall of 1870, Col. Russell sold Ethan Allen to Col. Amasa Sprague of Providence, R. I., for \$7,500. Col. Sprague kept the horse in Rhode Island for a time, but finally sent him to the breeding farm at Lawrence, Kansas, owned by Sprague and Akers, and the horse died there September 10, 1876.

Ethan Allen is credited with six trotters that made records in standard time, and it is a singular fact that all of them were begotten before he was retired from the turf. The fastest of his get was Billy Barr (2.23 3-4), but his best campaigner was Hot Spur (2.24), winner of twenty-seven races. The dam of Hot Spur was by Hale's Green Mountain Morgan. Ethan Allen is credited with twenty-two sons that have sired standard speed, the most successful of which

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was Daniel Lambert. Daughters of Ethan Allen are credited with nineteen that made standard records, all trotters. As a sire of beautiful, stylish, prompt, cheerful roadsters Ethan Allen had no superior in his day.

DANIEL LAMBERT. Daniel Lambert, the most noted son of Ethan Allen as a sire, was bred by William H. Cook, Ticonderoga, N. Y., and foaled in 1858. When only a few days old he was bought by Uncle John Porter of Ticonderoga, N. Y., to be delivered at weaning time four months old for \$300, if we remember correctly. Mr. Porter named the colt Hippomones. His dam was by old Abdallah, and his second dam by Stockholm's American Star. The latter was by Duroc, son of imported Diomed, and it is stated upon good authority that his dam was inbred to imported Messenger. Though strongly inbred to Messenger, his size, conformation, style, road qualities and most other characteristics were most emphatically Morgan. He was a light chestnut in color with a white stripe in his face and left hind foot and pastern white. We saw him many times and remember him as a remarkably handsome horse. When in his prime no horse could be found that equalled him in beauty of conformation, elegance of style, grace of carriage and poise, ease and elasticity of gait, excellence of quality and fineness of finish combined. He was of the Morgan pattern, stood strong fifteen hands in height, and was a horse of substance. He had a neat, bony head, large, expressive eyes, set well apart, short, lively ears always carried erect, a clean cut throttle, handsomely arched neck of good length, well set upon strong oblique shoulders, which gave him an upheaded, lofty appearance. His

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back was of medium length, and very strong, ribs well sprung from the spine, giving him a round barrel, which was also deep, of good length and well ribbed back to the hips. His loin was broad and well muscled, coupling strong and smooth, hips long and smoothly turned; croup rather straight, the whirlbone and tail set high, quarters strongly muscled, hocks well let down, forearms long, broad and muscular, canons short, bones of the leg of good size in proportion to weight of body. His hind leg was fairly straight, but the lower part was joined to the hock at something of an angle, giving the leg a conformation like that found in many speedy trotters. His pasterns were short and strong, his feet well shaped and of the right size to harmonize with his limbs and barrel. The Morgans were the handsomest horses in the world, and Daniel Lambert in his prime was the handsomest of the Morgan tribe. Few horses have ever lived that possessed greater power of stamping their likeness uniformly upon their offspring and imparting to them the ability to perpetuate their good qualities through succeeding generations, than did this renowned son of Ethan Allen.

Daniel Lambert was a fast, natural trotter. He showed so much speed as a three-year-old that his owner, Mr. Porter, sent the colt to the noted trainer, Dan Mace, who handled him some and started him in a three-year-old race at the Old Saugus track, October 22, 1861. Lady Anderson won the first heat in 2.49 1-2, but Daniel Lambert took the next two in 2.43, 2.42. After the race Dan Mace went into the stand and announced that he would match Daniel Lambert against any three-year-old trotter in the world for \$5,000 or

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\$10,000 a side. He was a very spirited, "high strung" colt. It has been stated upon good authority that not long after the above race, while Dan Mace was working him out one day, Daniel Lambert did something that displeased Mace and he gave the colt a sharp, stinging cut with the whip. This roused the old Abdallah spirit in the colt, and, if we were correctly informed, he ran two miles on the track before Mace could stop him. That injudicious blow spoiled Daniel Lambert for a track performer, and he was never raced afterwards.

When Lambert was coming five years old Mr. Porter sold him for \$3,000 through A. C. Harris, to R. S. Denny. Mr. Denny spent a portion of the summer months at Saratoga, N. Y., and had Daniel Lambert taken there for a road horse. Mr. Harris informed the writer that the son of Ethan Allen produced a marked sensation at that fashionable resort, not only on account of his beauty and matchless style in harness, but also for his remarkable speed at the trot. He was the acknowledged king of the best roadsters in the country, that were owned and kept there by the wealthy pleasure seekers gathered at Saratoga. Mr. Denny finally sold Daniel Lambert to Benjamin Bates, proprietor of the famous Bates farm, Watertown, Mass., and Cream Hill farm, Shoreham, Vt. The latter was a dairy farm, stocked with choice Jersey cows and managed by A. C. Harris, who had charge of Daniel Lambert when the horse was at Saratoga. Mr. Bates sent the horse, which had then been named Daniel Lambert, to Mr. Harris at Cream Hill farm in the spring or early summer of 1866, with instructions to

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stand him for stock purposes. Lambert made twelve seasons at Shoreham and received a very generous patronage. During those twelve seasons upwards of 1,040 mares were mated with him. After the death of Mr. Bates in the fall of 1877, Daniel Lambert was sent to the Bates farm, Watertown, Mass., where he stood for three seasons in charge of that courteous horseman, William Tourtelotte. In 1880 Gen. W. T. Withers, proprietor of the world-renowned Fairlawn farm, Lexington, Ky., and then one of the best-posted of all the trotting horse breeders in America, visited Boston for the purpose of inspecting Daniel Lambert and his get, and was so well pleased with the horse that he arranged with a prominent business man of Boston to buy him. The General believed Lambert just suited to the mares at Fairlawn. Before the deal was completed, however, David Snow of this city bought the horse, then coming twenty-three years old, for \$3,500, and sent him to his farm in Andover, Mass.

At the close of 1880 Daniel Lambert was credited with eighteen trotters in the 2.30 list, a greater number than stood to the credit of any other sire then living, and of any other sire that had ever lived, except Rysdyk's Hambletonian, that was then credited with thirty-three. Mr. Snow advanced the service fee of Daniel Lambert to \$200 the first season that he stood him at Andover. Believing that the horse was the greatest sire that ever lived, Mr. Snow advanced Lambert's fee to \$500 the second season. In the fall of 1884 Mr. Snow disposed of all his trotting stock at auction. Daniel Lambert was shown to bridle at this sale, with his groom running by his side, and was that day the

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most elegant, aristocratic appearing and easiest moving horse that we ever saw shown that way. The bidding on him was spirited and Mr. J. D. Ryder of Middlebury, Vt., who represented a syndicate of horsemen, secured him for \$1,550. The horse was taken to Middlebury, Vt., and kept there until his death, which occurred June 29, 1889. He was then upwards of thirty-one years old, but was as sound and free from blemishes as when foaled.

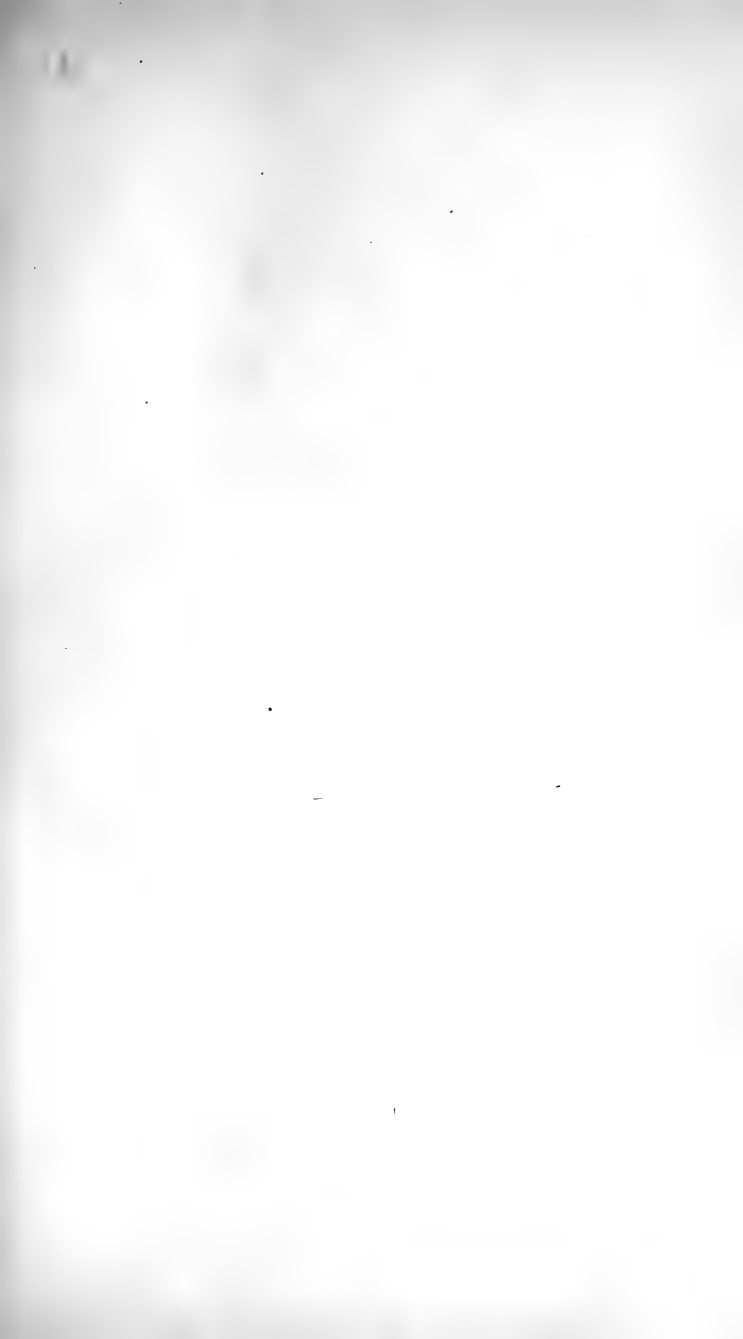
No other horse of his day did as much to improve the beauty, style and road qualities of the horse stock of New England as Daniel Lambert. As a family the descendants of Daniel Lambert are very sensitive animals. They resent harsh treatment most emphatically. Rough, loud-voiced persons who are accustomed to yank their horses by the bit and use the whip freely had better pass them by and confine themselves to animals of a more lethargic temperament. Treated gently but firmly, as all intelligent, high-spirited horses should be treated, they are as docile and obedient as any reasonable man can wish. Many of the get of Daniel Lambert were handsome enough and stylish enough to win blue ribbons in the show ring, and he perpetuated these desirable qualities through a large proportion of his sons and daughters. Many of his fastest trotters and best roadsters were from dams of Black Hawk descent, as were also his five most successful sons as sires. Daniel Lambert is credited with thirty-eight that have made records in standard time, all pure-gaited trotters. He is also credited with thirty-six sons that have sired one hundred and twenty-two trotters and thirty pacers with standard records. As a brood mare sire he was

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far superior to any other stallion that has ever stood in New England, and, opportunities considered, will rank high in this respect among the best that ever lived. His daughters have already produced not less than one hundred and nine that have made records in standard time, and eighty-nine of them are trotters. The fastest performers and best campaigners got by many prominent trotting sires have been from daughters of Daniel Lambert.

BEN FRANKLIN (2.29). The most successful sons of Daniel Lambert as sires were Ben Franklin (2.29), Aristos (2.27 3-4), Star Ethan, Cobden (2.28 3-4), and Abraham. Ben Franklin (2.29) is credited with thirty-three trotters and three pacers that have made standard records. He is also credited with ten sons that have sired 2.30 speed, and his daughters have produced twenty-five with standard records, sixteen of which are trotters. The dam of Ben Franklin was Black Kate (dam of Addison Lambert, 2.27), by Addison, a son of Vermont Black Hawk.

ARISTOS (2.27 3-4). Aristos (2.27 3-4) is credited with twenty-five trotters and five pacers that have taken standard records; also with twelve sons that have sired standard speed, the best of which is Gillig (2.23 1-2). Daughters of Aristos have produced twelve trotters and seven pacers that have taken records in standard time. The dam of Aristos was Fanny Jackson, that also produced Annie Page (2.27 1-4), M. Y. D. Colt (2.28 3-4), and Miss Fanny Jackson (2.30). Four of the sons of Fanny Jackson have sired standard performers and five of her daughters have produced trotters that have taken standard records. Fanny





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Jackson was by Stonewall Jackson, a son of Williamson's Black Hawk, by Vermont Black Hawk, and her dam, Betty Condon, was by North American, a son of the running-bred Sir Walter.

STAR ETHAN. Star Ethan is credited with nine trotters and two pacers that have taken standard records; also with one son that has sired and one daughter that has produced standard speed. The dam of Star Ethan was Queen of Vermont, by the Churchill Horse, a son of Vermont Black Hawk.

COBDEN (2.28 3-4). Cobden (2.28 3-4) is credited with two trotters and six pacers that have made standard records, including *Helen M.* (2.17), that has taken standard records at both gaits. *Helen M.* was the first trotter ever bred in New England to trot to a record of 2.30 or better as a two-year-old. She was foaled in 1887 and astonished the horsemen at the New England Breeders' meeting, Mystic Park, September 24, 1889, by winning the stake for New England bred two-year-olds and taking a race record of 2.29 1-4. Four days later, at the same meeting, she was started against time to beat 2.29 1-4 and reduced her record to 2.28. Cobden bore a stronger resemblance to his famous sire, in conformation, color and general characteristics, than any of the other sons of Daniel Lambert that we ever saw. He died young and left but few foals. He was an example of very close inbreeding. His sire, Daniel Lambert, was by Ethan Allen (2.25 1-2) and from Fannie Cook by old Abdallah. His dam, Clara, was also by Ethan Allen (2.25 1-2), and from the Dr. Nixon Mare by old Abdallah. This Clara, the dam of Cobden, was also the dam of Clara Morris (2.29 1-4).

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Had Cobden lived it is not improbable that he would have proved the most successful son of Daniel Lambert as a sire.

ABRAHAM. Abraham is credited with six trotters and one pacer that have made standard records. None of his sons sired a standard performer, but his daughters produced five trotters and two pacers that took standard records, one of which was Monopole, trotting record 2.23 1-4, and pacing 2.08 1-2. The dam of Abraham was Polly Cook, by Vermont Black Hawk. The Ethan Allen branch of the Vermont Black Hawk family bids fair to become extinct within a few years. Very few stallions of that family are now kept for service, and those few are not receiving as much patronage as their merits deserve.

GEN. KNOX (2.31 1-2). Next to the Ethan Allen branch of the Vermont Black Hawk family, the Gen. Knox (2.31 1-2) branch has proved most successful in producing and perpetuating speed. Gen. Knox was a black horse with a star on the forehead and snip on upper lip. His nose, flanks and stifles were brown. He stood about 15.2 hands high and weighed about ten hundred and fifty pounds. His conformation was suggestive of power rather than elegance. He was a good-gaited, level-headed trotter and fast for his day. He was also a sound horse and an excellent roadster. He was bred by David Heustis, Bridport, Vt., and foaled in 1855. He was got by Vermont Hero, a son of Sherman Black Hawk, by Vermont Black Hawk. His dam was by Searcher, a son of Barney Henry, he by Signal, a son of Sir Henry, by Sir Archy; second dam a fast runner, that was claimed to be by a Morgan

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horse, and from a mare by Post Boy. The latter was by Sir Henry, son of Sir Archy; dam Garland, by Duroc, son of imported Diomed; second dam Young Miller's Damsel, by Bishop's Hambletonian, a son of imported Messenger; and third dam the famous race-winning runner Miller's Damsel, by imported Messenger.

When young, Gen. Knox was named Slasher. He was bought by D. A. Bennett, Bridport, Vt. Mr. Bennett sold him when two years old to Messrs. Denny and Bush, and they sold him when three years old to Col. T. S. Lang, Vassalboro, Me. Mr. Lang took the colt to Vassalboro and placed him in charge of Foster S. Palmer, who developed his speed, raced him and handled him in the stud during all the years that the horse was kept in Maine. In September, 1864, after upwards of one hundred mares had been mated with him that season, and before the season had closed, Mr. Palmer took Gen. Knox to the New England Fair at Springfield, Mass., where he won the stallion race with him in straight heats, time 2.31 1-2, 2.37, 2.34 1-2. The evening following the race Col. Lang received several offers for Gen. Knox. The highest was \$30,000, but it was declined. Mr. Palmer won several races with Gen. Knox, and once drove him a half mile in 1.12.

During the first few seasons that he stood in Maine, Gen. Knox received only a limited patronage, but after his merits as a trotter and sire of speed were established he did a very large stud service.

Gen. Knox was bought in the spring of 1871 by F. J. Nodine of New York City, who was acting as agent for the real purchaser, Henry N. Smith, Esq., proprietor of

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Fashion Farm, Trenton, N. J. It was Mr. Smith's intention to race the horse. He was entered in a race at Buffalo, N. Y., and was conditioned at Prospect Park, where he trotted a mile in 2.25 1-2, and repeated well within himself in 2.24. Shortly after this workout he was shipped to Buffalo and placed in a new stall. The floor of the stall was slippery and Gen. Knox wrenched a fore leg so severely by slipping in his stall that he was unable to start in the race.

Gen. Knox stood for service the season of 1872 in Westchester county, N. Y., and in 1873 was taken to Fashion Stud Farm, N. J., the home of the stallion Jay Gould (2.21 1-2), also home of the famous trotting mares, Lady Thorn (2.18 1-4), Lucy (2.18 1-4), and later of the renowned world's champion trotter, Goldsmith Maid (2.14). The quality and reputation of Maine horses were greatly improved through the influence of Gen. Knox, and the sales of his progeny put a vast amount of money into the pockets of the breeders there. Descendants of his sons and daughters are still found in all parts of that State. They are excellent family and all-purpose animals; most of them can show speed, and some are fast. The produce of mares of Knox descent when by stallions that are descendants of Rysdyk's Hambletonian make very desirable animals for the speedway and race track.

Gen. Knox lived to be upwards of thirty-two years old. He died at Fashion Stud Farm, Trenton, N. J., July 29, 1887. He is credited with fifteen that made records from 2.18 1-4 to 2.30, all trotters. Lady Maud (2.18 1-4), by him, was the first trotter to take so fast a record as 2.22 1-4 as a five-year-old. He is credited

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with thirty-two sons that have sired eighty-two trotters and fifteen pacers with standard records. His daughters produced thirty-nine trotters and ten pacers that made records in standard time.

CHARLES CAFFREY. The most successful of Gen. Knox's sons as perpetuators of speed were Gen. Washington and Charles Caffrey. The dam of Charles Caffrey was Rosalind (2.21 3-4) by Alexander's Abdallah, and his second dam was the Burch mare (dam of Donald, 2.27), by Parker's Brown Pilot. The latter was by the pacer Old Copperbottom, and his dam was by Cherokee, a thoroughbred son of Sir Archy. Charles Caffrey is the sire of nineteen trotters and six pacers with standard records. The fastest of these is *Giles Noyes* (2.05 1-4). Only a few of the sons and daughters of Charles Caffrey seem to have possessed the ability to perpetuate speed. Four of his sons are credited with 2.30 performers to date, and these four are credited with only nine performers all told in the 2.30 list, five of which are pacers. Daughters of Charles Caffrey are credited with four trotters and three pacers that have made standard records.

GEN. WASHINGTON. Gen. Washington was the most successful son of Gen. Knox as a speed perpetuator. His dam was the famous Lady Thorn (2.18 1-4), the fastest trotter got by Mambrino Chief. Gen. Washington is the sire of fifteen with standard records, all trotters. The fastest of them is *Poem* (2.11 1-2). The dam of *Poem* was *Sonnet* (dam of *Prose*, 2.16 1-4, etc.), by Jay Gould (2.21 1-2). Second dam *Martense Maid* (dam of *Rumor*, 2.20), by Jackson's Flying Cloud, a son of Vermont Black Hawk. *Poem* is the sire of

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eleven trotters and six pacers that have made standard records, the fastest of which to date is Lady Pauline C. (2.15 1-4). None of Poem's sons have yet sired a 2.30 performer, and his daughters have produced but one, the pacer *In Time* (2.17 1-2).

STRANGER. The most noted son of Gen. Washington as a sire is Stranger. The dam of Stranger was the world-renowned Goldsmith Maid (2.14) by Alexander's Abdallah. Stranger has no record, but he is the sire of forty in the 2.30 list, all trotters. The fastest of these is Colonel Kuser (2.11 1-4), whose dam was Inez by Jay Gould (2.21 1-2); second dam, Western Girl (2.27) by Richard's Bellfounder, a descendant of the running-bred Blucher by Duroc. Stranger has doubtless been favored with a better class of patrons than any other stallion of the Vermont Black Hawk family, and with the rich trotting and speed inheritance which he received from the renowned Lady Thorn (2.18 1-4), the dam of his sire, combined with that from his own dam, the still more renowned Goldsmith Maid (2.14), the most wonderful trotter that ever lived, it is not surprising that he is proving more successful as a sire and perpetuator than any other remote descendant in the paternal line of Vermont Black Hawk. One of the mares that was mated with Stranger was Sapphire. Her sire was Jay Gould (2.21 1-2), and her dam was Lucy (2.18 1-4), the fastest trotter got by the old-time world's champion trotting stallion, George M. Patchen (2.23 1-2). Two of the foals that Sapphire produced by Stranger were the stallions Nominee (2.17 1-4), and Nominator (2.17 1-4). Goldsmith Maid (2.14), Lady Thorn (2.18 1-4) and Lucy

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(2.18 1-4) were the three fastest trotters of their day in the Hambletonian, Mambrino Chief and Clay trotting families. Their blood is all combined with that of Gen. Knox (2.31 1-2) in these stallions, Nominee (2.17 1-4) and Nominator (2.17 1-4); also in Syndic, whose dam, Sybil, was the sister of Sapphire.

Stranger is credited with ten sons that have sired performers with standard records. They are Bursar (2.17 1-2), foaled in 1891, sire of seven trotters; Moloch (2.17), foaled in 1888, sire of six trotters and one pacer; Spokane (2.15 3-4), foaled in 1888, sire of five trotters; Boodle (2.12 1-2), foaled in 1886, sire of four trotters and one pacer; Col. Kuser (2.11 1-4), foaled in 1890, sire of four trotters and two pacers; Syndic, foaled in 1886, sire of three trotters; Nominee (2.17 1-4), foaled in 1885, sire of one trotter and three pacers; Nominator (2.17 1-4), foaled in 1887, sire of one trotter and one pacer; and Fashion, foaled in 1885, sire of one pacer.

The second dams of Bursar (2.17 1-2) and Boodle (2.12 1-2) are by Ethan Allen (2.25 1-2) and the second dam of Spokane (2.15 3-4) by Gen. Knox (2.31 1-2). The fastest performer sired by Stranger or any of his sons is *Evolute* (2.10 1-2), a full sister of *Evolutio* (2.13 3-4), got by Nominee (2.17 1-4). It would seem that the only hope of perpetuating the Vermont Black Hawk line is through some son of Stranger. But should the Black Hawk family become absorbed or swallowed up by the Hambletonian family, as seems probable, the cross will always be recognized as a most valuable one in a light harness pedigree where beauty, style and superior road qualities are appreciated.

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That this cross is not detrimental to speed and race-winning qualities of the highest order has been decisively demonstrated. It is found in the pedigree of Dan Patch (1.56), that holds the world's champion pacing record, and in that of Major Delmar (1.59 3-4), next to Lou Dillon (1.58 1-2), the fastest trotter yet produced. It occurs in the pedigrees of Fantasy (3) (2.08 3-4); Grace Bond (3) (2.09 1-4) and Alta Axworthy (3) (2.10 1-2), the three greatest three-year-old trotters yet produced. It is also found in the pedigrees of Tiverton (2.04 1-2) and Sweet Marie (2.04 3-4), two of the fastest, gamiest and stoutest race trotters yet produced, as was proven by their performance in that great Transylvanian five-heat race at Lexington, Ky., October 6, 1904.

CHAPTER VII.

EXTINCT TROTTING FAMILIES.

Seely's American Star.—The Champion Family.—Scobey's Champion.—Gooding's Champion.—Charley B., (2.25).—The Benton Family.—Alexander's Norman.—Blackwood 74.—Swigert.—The Royal George Family.—Thomas Jefferson (2.23).

In the preceding chapters an attempt has been made to give a concise, impartial history of the origin and progress of the four leading trotting families of this country. Many families of minor importance have sprung up in different parts of the country, flourished for a time and then disappeared, or have been absorbed by one or the other of the four families described. One that contributed largely to the speed and racing qualities of the Hambletonian family was that founded by Seely's American Star.

SEELY'S AMERICAN STAR. The origin and breeding of this horse have been the subject of considerable controversy, Mr. Joseph Battell believes that he was a lineal descendant in the paternal line of Justin Morgan, and has presented evidence to show that such was

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the fact. We have the highest regard for Mr. Battell's integrity and know him to be sincere; but if we remember correctly, one of his chief witnesses was a very estimable lady, who was quite a young girl at the time that the horse believed by Mr. Battell to have sired Seely's American Star was in existence. The testimony of such persons, when given from memory, must be weighed carefully when it conflicts with the testimony of those who are experts in the business of tracing and unraveling pedigrees. In his first volume of the American Trotting Register, Mr. John H. Wallace registered this horse as follows: "American Star (Seely's), ch. h., foaled 1837, got by Stockholm's American Star; dam by Sir Henry, 2297; g d by imported Messenger, and claimed to be thoroughbred. Bred by Henry H. Berry, Esq., Pompton Plains, N. J. Owned the latter years of his life by Edmond Seely, Orange Co., N. Y.; foaled 1861." Mr. Wallace was one of the most expert trotting pedigree tracers that has ever lived. On page 43 of the above-named work he made the following statements concerning the above horse:

American Star was got by Stockholm's American Star; dam by Henry (Sir Henry), the competitor of (American) Eclipse, grandam by imported Messenger. This is getting back to the fountain very direct, but the pedigree is sustained by such circumstances as to leave no doubt as to its correctness. He was bred by Esquire Berry of Pompton Plains, N. J., and owned several of the latter years of his life by Edmond Seely, Orange County, N. Y. This horse's history and pedigree have been wrapped in obscurity till, at the expense of a good deal of time and money, I have traced him step by step through his whole career. * * * His sire was Stockholm's American Star, a son of Duroc. Duroc was a son of Diomed,

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and Henry (sire of the dam of Seely's American Star) was a double grandson of Diomed. Their blood commingled kindly with the blood of Messenger and produced some wonderful race horses, and not a few capital trotters; but no person ever saw a Henry or a Duroc trot without Messenger blood in his veins. The Messengers could trot without the Diomedes, but the Diomedes could not trot without the Messengers. Hence American Star is indebted to his grandam, the daughter of Messenger, for the trotting action he possessed and imparted to his progeny; and he is indebted to Duroc for the tenderness of limb observable in so many of his descendants.

The volume from which the above is copied was entered according to Act of Congress in 1871. Mr. Wallace, as all who knew him personally or through his writings are aware, was a man noted for strong prejudices; so strong in fact that his better judgment was sometimes warped thereby. Several years after the above was published Mr. Wallace became so strongly prejudiced against a thoroughbred or running cross in a trotter that he undertook to eliminate or suppress running crosses in several well known trotting pedigrees. On flimsy, third-hand, hearsay evidence, he changed the sire of North American from the running bred Sir Walter to a large pacing horse that was used to haul a water cart. He also denied that Seely's American Star was by Stockholm's American Star and asserted that even if he were, nobody knew the breeding of Stockholm's American Star. We believe Mr. Wallace stated the truth in Volume 1 of the American Trotting Register when he asserted that he had "at the expense of a good deal of time and money, traced Seely's American Star through his whole career and learned that he was by Stockholm's American Star;

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dam by Henry, son of Sir Archy, and second dam by Imported Messenger." It is not probable that a man of Mr. Wallace's natural ability and great experience in tracing pedigrees would be deceived or misled in regard to this important pedigree which cost him so much time and money to investigate.

But little is known of Stockholm's American Star. The most complete description of him that we have ever seen was contained in a letter written to H. T. Helm, Esq., author of *American Roadsters and Trotters*, by Mr. Ambrose Stevens of Batavia, N. Y., and is as follows:

Now while my hand is in I will tell you something about Stockholm's American Star. I saw him run and win his two-mile race at Poughkeepsie, N. Y., in 1830. He was one of the grandest horses I ever saw; fine size, splendid dappled chestnut, quite dark, and dappled beautifully; had a white foot behind, a star and snip, arched neck, high withers (not like old Duroc there and most of his get), had a neat head, level rump, and was altogether one of the grandest horses I ever saw. His trotting action was splendid and he had to be whipped to force him to gallop. Mr. Stockholm (his owner) told me that his dam was by Mambrino, son of Messenger, and his grandam was by Imported Messenger, and I made a memorandum of it; and he agreed to consider my proposition to sell me the horse, but the treaty came to nothing. Stockholm represented the horse thoroughbred and the horse showed it. He won a game race, and would in this day be a trotter of the first class.

The above is very interesting, as it comes from a man who was a good judge of horse stock and who owned good horses. Being by such a sire as that, Seely's American Star had a right to be a good gaited trotter as well as fast runner.

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Seely's American Star was foaled in 1837. He was chestnut in color, with a stripe in his face and two white stockings behind. He is described by those who knew him as a racy, blood-like appearing animal, with a slim tail that was not burdened with a luxuriant growth of hair. He was trained at first as a runner, and gained quite a local reputation as a short distance race winner. Later in life he was converted to the trot, and was quite fast at that gait for that early day. He sired a few trotters, the fastest of which by the records was Widow Machree (2.29). There were others by him that could show much more speed than Widow Machree. One of them was a mare called Peerless, owned by Robert Bonner. Upwards of forty years ago Peerless could and did trot a quarter of a mile at a two-minute gait. The noted old time reinsman, Hiram Woodruff, says of her in his *Trotting Horse of America*, page 84: "I drove Mr. Bonner's gray mare, Peerless, a quarter in thirty seconds, and it was to a wagon. . . . It was on the Union Course. Captain Moore timed her unknown to me or anybody else. . . . To make sure that there was no mistake in the distance, he went and got his chain and boy and measured the ground." Very few of the fastest trotters of today could pull the kind of wagons in use at that time a quarter in thirty seconds.

Seely's American Star was the sire of four trotters that took records of 2.30 or better. Seven of his sons sired standard performers. He was the most noted brood mare sire of his day. His daughters produced forty-eight trotters and one pacer with standard records. They also produced not less than fifty-eight

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stallions that have sired 2.30 speed, the most prominent of which are Robert McGregor (2.17 1-2), sire of the world's champion trotting stallion Cresceus (2.02 1-4, etc.), Dictator, Aberdeen, Jay Gould (2.21 1-2), Sweepstakes, Masterlode, Strader's Hambletonian (also known as Squire Talmage), Ajax and Arthurton.

The descendants of Seely's American Star were more noted for courage of the win-or-die stamp than those of any other trotting stallion, either before or since his time. His daughters mated with Rysdyk's Hambletonian produced the fastest and best trotters of their day, including the old-time world's champion, Dexter (2.17 1-4). Dictator, a full brother of Dexter, got the renowned double-gaited performer, Jay-Eye-See, the first trotter to take so fast a record as 2.10. Eight years after Jay-Eye-See trotted to a record of 2.10 he made a pacing record of 2.06 1-4. A daughter of Dictator produced the noted ex-champion trotter Nancy Hanks (2.04). Director (2.17), a son of Dictator, sired the world's champion four-year-old trotter Directum (2.05 1-4). This family is now extinct, but the influence that Seely's American Star exerted through his daughters upon the Hambletonian family, in the improvement of speed or increase of speed ability and other valuable racing qualities, will last as long as trotters are bred in America.

THE CHAMPION FAMILY. Another trotting family that was quite prominent at one time, but has become nearly extinct, is that known as the Champion. This family originated from the same source, in the paternal line, as Abdallah, the sire of Rysdyk's Hambletonian, founder of the renowned Hambletonian family. Mr.

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John Tredwell, who bred old Abdallah, had a pair of matched mares that he used for his private driving. They were named Amazonia and Sophonisba. In 1822 Mr. Tredwell mated these mares with Mambrino, a thoroughbred son of imported Messenger. Both produced colt foals. That of Amazonia was old Abdallah. Sophonisba's colt was named Almack and was kept for stock purposes. In 1842 a mare called Spirit was mated with Almack. Spirit was by Engineer 2d, and her dam was a daughter of the great four-mile race winner American Eclipse. This Engineer 2d got the renowned Lady Suffolk (2.29 1-2), the world's champion trotter in her day. The following year, 1843, Spirit produced a chestnut colt with white ankles behind and a white spot in the form of a diamond on his nose or upper lip. When this colt was two years old he was bought by Mr. William R. Grinnell of New York State for \$550. Mr. Grinnell named him Champion, and he is now known as Grinnell's Champion. He was a born trotter. It is a matter of history that in September, when two years old past, he was led a mile at the trot on Fashion course, Long Island, in 3.05 1-2, a performance that had up to that time never been equalled by a trotter of that age. Grinnell's Champion never got a 2.30 trotter, but he was the founder of the family of trotters known as Champion.

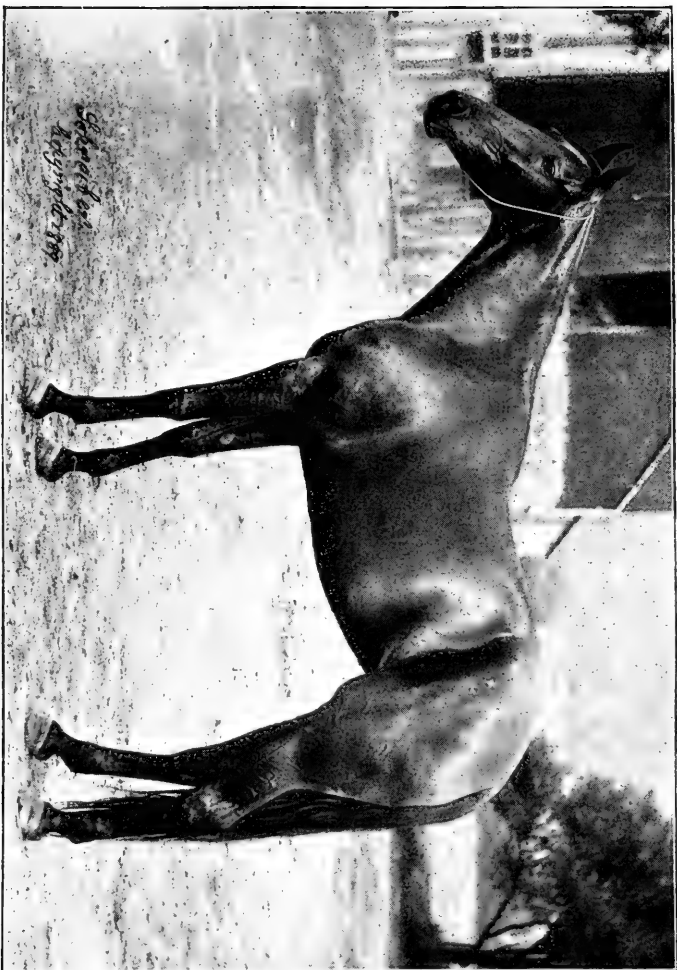
SCOBESY'S CHAMPION. The most successful son of Grinnell's Champion as a sire was known as Scobey's Champion and also as King's Champion. He is registered as Champion 807. He was foaled in 1849. His dam was by Red Bird, a son of Billy W. Duroc, by

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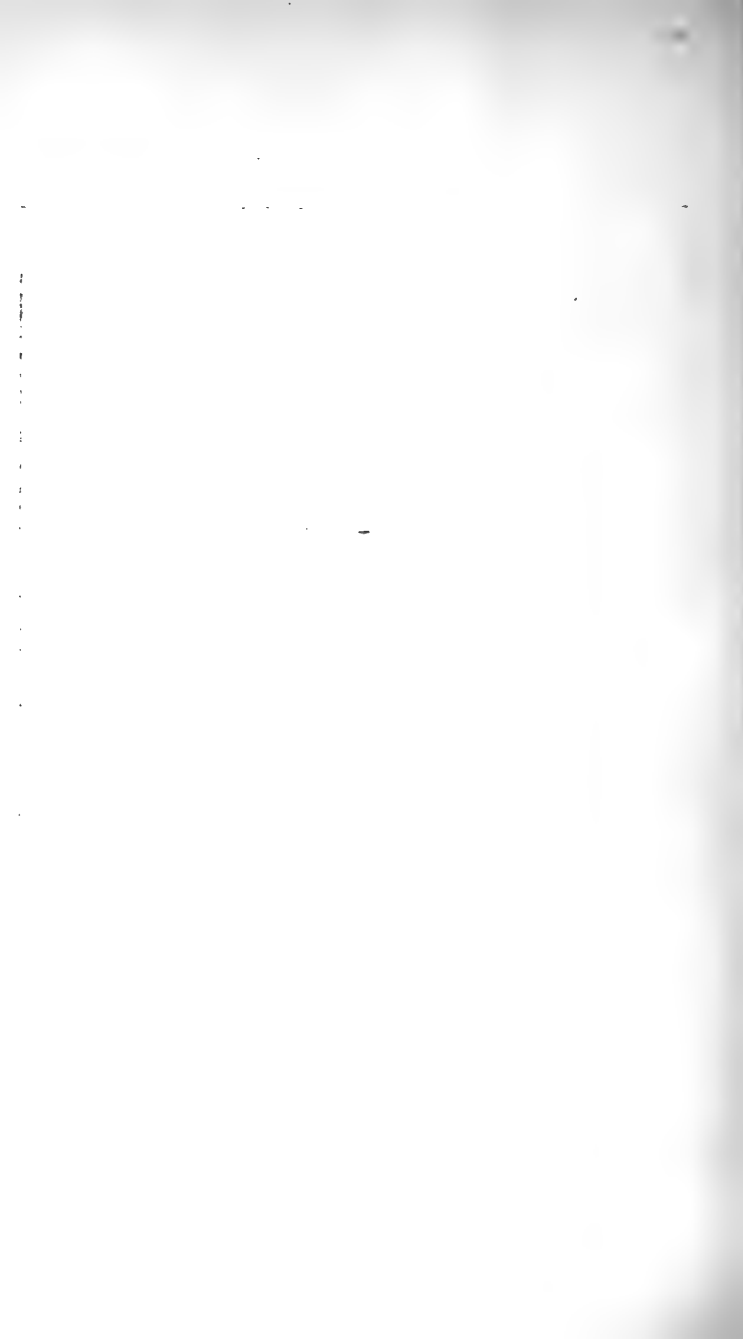
Duroc, son of imported Diomed. Scobey's Champion got eight trotters that took records of 2.30 or better, the fastest of which was Nettie Burlew (2.24). Six of his sons have sired standard performers and his daughters produced eight trotters with records of 2.30 or better. His most successful sons as sires are Charley B. (2.25) and Gooding's Champion.

GOODING'S CHAMPION is registered as Champion 808, and is credited with seventeen that have made standard records, all trotters. He seemed to lack ability to perpetuate speed, however, as only one of his sons is found in the Great Table, and he is the sire of but one standard performer. The dam of Gooding's Champion was a fast trotter called Cynthia, whose sire was Bartlett's Turk, by Weddle's Turk, a son of Imported Turk. His second dam was Fanny, by Scobey's Black Prince; and his third dam by Rock Planter, a son of Duroc, by imported Diomed.

CHARLEY B. (2.25). The most successful sire in the Champion family was Charley B. (2.25), a full brother of the trotting mare Myrtle (2.25 1-2). He was by Scobey's Champion and from the great brood mare Old Jane. The breeding of Old Jane seems to be somewhat in doubt. It has been claimed that she was by Nimrod, a grandson of American Eclipse, and her second dam by Dey's Messenger. The American Trotting Register gives Old Jane's sire as Magnum Bonum, but does not give Magnum Bonum's sire. It is not improbable that Magnum Bonum was another name, real or imaginary, for Nimrod. Charley B. was not only a fast game trotter, but he was a winner of the blue ribbon in the show ring against some very



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handsome horses. His owner once offered to back him with money to raise a heavier weight from a stone quarry than could be raised by any imported Percheron or Clydesdale in America. Charley B. does not seem to have been very successful, however, as a speed perpetuator, yet it may have been from lack of opportunity. He was foaled June 16, 1869, and died November 24, 1896. He is credited with three sons that have sired four trotters with records of 2.30 or better and with ten daughters that have produced six trotters and four pacers that have made standard records.

Some of the Champions could show wonderful bursts of speed at the trot. The old-time trainer Hiram Woodruff speaks of the "Auburn Horse" in the Trotting Horse of America as even faster for a brush than Peerless, which he drove a quarter in 30 seconds to wagon. The Auburn Horse's sire was Champion, Jr., a son of Grinnell's Champion. Many of the Champions possessed such a highly nervous temperament that care was necessary in handling them. They were apt to contract the habit of pulling on the bit so strongly as to be unpleasant drivers. The family is now practically extinct, as no direct descendant of Champion in the paternal line is breeding on.

THE BENTON FAMILY. The Benton family is another that possessed wonderful speed, and at one time seemed in a fair way to make a strong bid for championship honors, but has been absorbed by the Hambletonian family. The founder of this family was Gen. Benton, a horse owned for several years at the renowned Palo Alto breeding establishment. He was

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bred by Gen. Alfred Benton, Jefferson county, N. Y., and foaled in 1868. He was bought by Gov. Stanford, proprietor of Palo Alto, in 1877, for \$25,000, just twice the sum that he had paid for Electioneer in 1875. At the time of his purchase it was thought by what he had shown that Gen. Benton possessed as much natural speed at the trot as any stallion then living. With but little handling he had shown a mile in 2.17, if we remember correctly, and quarters at a much faster clip on a half-mile track in New York State.

The breeding of Gen. Benton, as given by Gov. Stanford in the Palo Alto catalogue and also in the American Trotting Register, is as follows: Sired by Jim Scott; dam Lady Benton, by Gray's Hambletonian; second dam by Partridge's Blucher, son of the thoroughbred Blucher by Duroc; third dam by Bush's Messenger, thoroughbred son of imported Messenger. Jim Scott, the sire of Gen. Benton, was by Rich's Hambletonian, son of Spaulding's Abdallah, and he by old Abdallah, the son of Mambrino by imported Messenger that got Rysdyk's Hambletonian. The dam of Rich's Hambletonian was by imported Trustee, and his second dam was by old Abdallah, making him quite closely inbred to that famous son of Mambrino. The dam of Jim Scott, sire of Gen. Benton, was by Stubtail, a son of Moody's Blucher, and he by Hungerford's Blucher, son of the thoroughbred Blucher by Duroc. The second dam of Jim Scott was by Greenbush Hambletonian, a son of Mambrino by imported Messenger. The dam of Spaulding's Abdallah was by Star Gazer, a son of Engineer by imported Messenger, and his second dam

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a Canadian. Gray's Hambletonian, sire of the dam of Gen. Benton, was by Bloomer's Hambletonian, a son of Andrus' Hambletonian, and he by Judson's Hambletonian, a son of the thoroughbred Bishop's Hambletonian, by imported Messenger. The dam of Gray's Hambletonian, sire of Bloomer's Hambletonian, was also by Judson's Hambletonian, mentioned above. Blucher was by Duroc, son of imported Diomed. His dam was Young Miller's Damsel by Bishop's Hambletonian, and his second dam was the famous race mare Miller's Damsel, by imported Messenger, that, mated with Duroc, produced the successful four-mile race horse, American Eclipse.

Gen. Benton was probably as strongly bred in Messenger lines as any horse of his day. His pedigree shows no less than thirteen known crosses of imported Messenger. The only unknown element in his pedigree is the Canadian mare, the second dam of Spaulding's Abdallah, and the dam of Wells' Magnum Bonum. The latter got the dam of Judson's Hambletonian, and was a son of imported Magnum Bonum. Gen. Benton was raced a little in New York State. He won a race at Watertown, N. Y., September 18, 1874, but no time was given. He also won two races in 1875, one at Ogdensburg, N. Y., in which he took a record of 2.37 1-2, and another at Toronto, Ont., the fastest heat of which he won in 2.38 1-4.

Gov. Stanford evidently believed, at first, that Gen. Benton would prove a better sire than Electioneer, for upon his arrival at Palo Alto the son of Jim Scott was placed at the head of the stud in the trotting department. Two years later, 1880, Fred Crocker,

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by Electioneer, lowered the world's two-year-old champion trotting record to 2.25 1-4, and after that Gen. Benton had to take a back seat. He died at Palo Alto in November, 1888.

Gen. Benton is credited with nineteen trotters and one pacer that made records in standard time. The fastest of these is The Seer (2.15 3-4). The next fastest was Sally Benton, that lowered the world's champion four-year-old trotting record to 2.17 3-4 in 1884. Gen. Benton is credited with seventeen sons that have sired thirty-three trotters and three pacers with standard records. The most successful of his sons as sires are Daly (2.22 1-2) and The Seer (2.15 3-4). The former is credited with eight trotters and two pacers that are standard performers, and the latter with five trotters. Gen. Benton is also credited with thirty-seven daughters that have produced fifty-eight trotters and eight pacers with standard records. Among them are *Lena N.* (2.05 1-4), *Sunol* (2.08 1-4) and *Surpol* (2.10). Gov. Benton (2.22 1-2), sire of Benton M. (2.10) and others, was also from a daughter of Gen. Benton, and the sire of Gov. Benton was Maj. Benton, a full brother of Gen. Benton. The latter, as will be observed above, was much more successful as a sire of producing dams than of producing stallions. The family founded by Gen. Benton has become nearly extinct. The cause may have been lack of opportunities of his sons. It certainly was not for lack of the blood of that most famous of all progenitors of trotting instincts of his day, imported Messenger.

ALEXANDER'S NORMAN. Another family that was quite prominent twenty-five or thirty years ago, but

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is now perpetuating speed only through the female line, is that founded by Alexander's Norman, registered as Norman 25. This horse was owned for some time at Woodburn Farm. He traced directly through his sire, the Morse Horse, to an imported French stallion, known both as European and the McNitt Horse, that was quite a fast trotter himself, though not known to have any trotting inheritance. The dam of the Morse Horse was by Harris' Hambletonian, son of Bishop's Hambletonian, a running bred son of imported Messenger. The dam of Alexander's Norman was a descendant of imported Magnum Bonum, a thoroughbred horse that was quite strongly inbred to the renowned Godolphin Arabian. Alexander's Norman was evidently more successful as a sire of extreme speed than of uniform standard speed. He is credited with but two in the standard list, viz., May Queen (2.20) and Lula (2.15), neither of which derived any trotting inheritance from their dams.

BLACKWOOD 74. Alexander's Norman is credited with four sons that sired fifty-seven trotters and three pacers that made standard records. The most successful of these were Blackwood 74 and Swigert 650. Blackwood was considered a trotting wonder in early life. He took a record of 2.31 as a three-year-old in 1869, then the world's champion three-year-old trotting record, and was sold as a five-year-old for \$30,000, if report was correct, to Mr. Harrison Durkee of Flushing, Long Island, N. Y. He is credited with nine that made standard records, all trotters, the fastest of which was Proteine (2.18). The number of his sons which sired standard performers is thirteen and the total

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number credited to them is seventeen trotters and seven pacers, twenty-four in all, an average of less than two standard performers each. Blackwood's daughters were much more successful as producers than his sons, as thirty-one of them produced thirty-five trotters and ten pacers that made standard records. No stallion that we can recall, which is a direct descendant of Blackwood in the paternal line, is now perpetuating standard speed. Blackwood was foaled in 1866 and died in 1891.

SWIGERT. The dam of Swigert was Blandina by Mambrino Chief, and his second dam was the Burch mare by Old Copperbottom. The latter was by Brutus, whose sire was the original Copperbottom from Canada, and whose dam was by Robin Grey, a running bred son of imported Royalist. The dam of Brown Pilot was by Cherokee, a thoroughbred son of Sir Archy. Swigert was foaled at Woodburn Farm in 1866, and was sold as a yearling to Richard Richards of Racine, Wis. He was never raced, but was handled for speed in his ten and eleven-year-old form. At the Wisconsin State Fair in 1877, when eleven years old, Swigert trotted an exhibition mile in 2.30 and a half in 1.13. Swigert is credited with forty-six trotters and two pacers that made standard records. The fastest of these was Brilliant, that took a record of 2.17 1-4 against time. Swigert's most successful campaigner was Moody, race record (2.18 1-2), got when Swigert was seven years old, and before his speed was developed. Swigert was not much more successful as a perpetuator of uniform standard speed than Blackwood. He is credited with thirty-nine sons that sired

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a total of ninety-four standard performers, sixty-five of which were trotters. He is also credited with thirty-five daughters that have produced thirty-two trotters and eleven pacers which have made standard records. Swigert has ceased to perpetuate standard speed through the male line.

Daughters of Alexander's Norman were more successful as speed perpetuators than his sons. May Queen (2.20), mated with Electioneer, produced May King (2.20), sire of the popular stallion Bingen (2.06 1-4); Lula (2.15), mated with George Wilkes (2.22), produced a daughter, that mated with Electioneer, produced Advertiser (2.15 1-4), a fast trotter and quite a successful sire of speed. One of his get was Adbell, that holds the world's champion record for yearling trotters, 2.23. This family has become absorbed by and assimilated with the Hambletonian family, but it is a valuable factor in a trotting pedigree. It is sure to breed on through May King (2.20) and Advertiser (2.15 1-4).

THE ROYAL GEORGE FAMILY. Thirty years ago the Royal George family gave promise of becoming quite prominent. The founder of this family was Royal George, a son of Warrior, also known as Black Warrior. The author of the American Trotting Register gives the sire of Warrior as Tippoo, and that of the latter as a Narragansett pacer. Some fifteen or twenty years ago we attempted to investigate the pedigree of this horse, Warrior, the sire of Royal George. Among the communications that were received in relation to the matter was one from Amos Barnes, who lived not far from London, Ontario, and

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who owned Warrior for several years. Mr. Barnes bought Warrior from a Mr. Cushman, and he bought him when eight or nine years old from a townsman that bred and raised the horse. This man said that Warrior was got by a thoroughbred horse owned by an officer in the English Army, who brought him from England to Canada, and that this thoroughbred, the sire of Warrior, was from a family of horses called Warrior. The officer took this horse to Long Island and sold him. Mr. Barnes says that the dam of Warrior was described as a fine brown mare of the Tippoo breed, and that this was where the Tippoo cross came into the pedigree. The dam of Royal George came from the vicinity of Middlebury, Vt., and was said to be by Harris' Hambletonian.

F. A. Ashbaugh, Esq., of Hamilton, Canada, stated in a letter dated November 20, 1887, that "Royal George must have got a good deal of hot blood in his veins, for he was famous as a quarter-mile runner, and was the champion of Canada for three miles mixed, viz., one milk walk, one mile trot, and one mile run." Mr. Ashbaugh adds that Royal George must have been "of good running stock, as he was the sire of Palermo, winner of the Queen's Plate, then the most coveted prize in Canada for the gallopers." The above seems to be quite conclusive evidence that the sire of Warrior was not a Narragansett pacer.

Royal George is credited with one trotter that made a standard record, Lady Byron (2.28), and she was a successful race mare. Five of the sons of Royal George were sires of standard speed. Among the best known of these were Chandler J. Wells, Field's Royal

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George and Toronto Chief. Some of the mares which C. J. Hamlin used for the purpose of founding the noted Village Farm breeding establishment were descendants of Chandler J. Wells. The best of the get of Field's Royal George was the stallion Byron (2.25 1-2), the sire of Ottawa Chief (2.25).

THOMAS JEFFERSON (2.23). The most successful son of old Royal George as a sire and perpetuator of speed was Toronto Chief (2.31), and the best of Toronto Chief's get was the handsome game trotting stallion Thomas Jefferson (2.23), bred and owned by William B. Smith, of Hartford, Conn. During his racing career, Thomas Jefferson beat some of the best trotters of his day, including George Wilkes (2.22), Mambrino Gift (2.20) and Smuggler (2.15 1-4). He won a \$10,000 purse at Buffalo, N. Y., in 1874, and also won the \$10,000 Stallion race at Mystic Park in 1875. He won in all thirty-one races and thirty-nine heats in 2.30 or better. He was the "bright particular star" in the Royal George family both as a trotter and sire of trotters. He is credited with eighteen trotters and one pacer that made records in standard time. His sons, however, made a very poor showing as sires. Only two of them were sires of standard speed, and those two got but three standard performers all told. His daughters have produced nine trotters and six pacers that made standard records.

These are only a few of the trotting families that have become practically extinct or have ceased to perpetuate speed directly through the male line. Some of the others are the Winthrop Morrill, the Eaton, the

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Drew, the Brandy Wine, and the Rising Sun, all of which have flourished in Maine in years past; also the Harris Hambletonian, and the Morrill of Vermont; the Columbus, the St. Clair and many others.

It looks now as though the Hambletonian family may swallow up all the others and finally that the most powerful and most prolific speed producing branches of that family may exterminate all the others. The branches between which the great battle will finally be fought, judging from present appearances, are those which sprang from George Wilkes, Electioneer, Alexander's Abdallah, Dictator, Harold and Strathmore. The chances now seem to favor the Wilkes branch as the final victor. By absorbing and assimilating the many extinct trotting families the Hambletonian family has been greatly improved in conformation, style, road qualities, speed, courage and endurance.

CHAPTER VIII.

TROTTING FAMILIES FROM PACERS.

Pilot.—Pilot, Jr.—Bayard, (2.31 3-4).—Tattler (2.26).—Daughters of Pilot, Jr.—Nutwood (2.18 3-4).—Midnight.—Waterwitch.—Tackey.—Wilson's Blue Bull.—Whitehall.—Rhode Island.—Gov. Sprague (2.20 1-2).—Blanco.—Tom Rolfe (2.33 1-2).—Young Rolfe.—Pocahontas Boy.—Pocahontas Sam.

Several trotting families of greater or less note have been founded by pacers or sons of pacers. Most of these families, however, have been of short duration. They evidently lacked the ability to perpetuate trotting speed through succeeding generations in the paternal line, and have become extinct as families. Such were the Copperbottom, the Red Buck, the Davy Crockett, the Drennon, the Hiatoga, the Corbeau, the Columbus, the St. Clair and some other minor families. The only families of note that were of pacing origin, which are now perpetuating in the male line, are the Pilot, Jr., and Blue Bull. A study of the Great Table in the Year Book for the past ten years must convince every unprejudiced horseman that these, too, will soon become extinct.

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PILOT. The founder of the Pilot, Jr. family was a grey horse, foaled in 1844, whose sire was a fast and powerful pacer, known as Pilot or old pacing Pilot. He was a black horse about fifteen hands high and of Canadian origin, became the property of a pedlar and was taken as far south as New Orleans, from there to Kentucky, where he performed stud service for some time. He was a resolute horse and pulled very strongly on the bit. It has been stated upon good authority that he paced a mile under saddle in 2.26.

PILOT, JR. Several of Pilot's sons were kept for stock purposes, the most noted of which as a sire of trotters was Pilot, Jr. The latter, a good-gaited trotter, showed no inclination to pace, and could trot a mile in about 2.35 to harness, which but few stallions of his day could do. The dam of Pilot, Jr., was known as Nancy Pope. Her breeding was the subject of considerable controversy several years ago, as some of our readers doubtless remember, and Mr. Wallace finally persuaded some of the Board of Censors to believe that her sire was a large bay cart horse of unknown breeding. Mr. Wm. Pope, the breeder of Nancy Pope, so far as we have been able to learn, enjoyed a good reputation for veracity. No one who knew him has ever gone on record as accusing him of dishonesty or untruthfulness. He always claimed while living that Nancy Pope was by a horse called Havoc, owned by Mr. Peter Funk. The statement of the breeder of an animal is the strongest evidence that can be presented of that animal's paternity. The fact that Nancy Pope was by a running-bred horse called Havoc was never questioned until Mr. J. H. Wallace

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had become thoroughly imbued with the idea that trotting speed could not come from an animal whose sire or dam was from thoroughbred stock.

The pedigree of Nancy Pope as it now appears in Wallace's American Trotting Register, rests solely upon the statements of Mr. Edmund Pearce, who was a mere youth at the time that Mr. Peter Funk owned the stallion Havoc, by Sir Charles. The pedigree of Nancy Pope was not assailed and investigated by Mr. Wallace until after the death of Mr. Pope, her breeder, and Mr. Funk, the owner of her sire. When Mr. Wallace registered Pilot, Jr., in Vol. 1 of the American Trotting Register, he gave his pedigree as follows: "Got by old Pilot, a Canadian pacer; dam Nancy Pope by Havoc 1118; second dam by Nancy Taylor by Alfred, 53." Mr. Wallace evidently did not know at that time that there were two stallions called Havoc that were sired by Sir Charles, but took it for granted that the Havoc referred to must be the one registered by him in his thoroughbred Stud Book under No. 1,118.

Mr. Wallace learned that Nancy Pope, the dam of Pilot, Jr., was foaled not later than 1825. He was informed by Attorney General Speed that Nancy Taylor, the dam of Nancy Pope, became the property of his father in 1824. Attorney General Speed fixed upon this date, 1824, from memory, but it was afterwards discovered that he had made a mistake of nine years, and that it was not till 1833 that Nancy Taylor became the property of his father. Mr. Wallace found upon referring to the registration of Havoc 1,118 that this son of Sir Charles was not foaled until 1826, which proved conclusively that as Nancy Pope was

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foaled as early as 1825, she could not possibly be by Havoc 1,118. He soon learned, however, that Havoc 1,118 had never been claimed as the sire of Nancy Pope, but that her sire was the Havoc by Sir Charles, which was owned by Mr. Peter Funk. Continuing his investigations Mr. Wallace learned that Funk's Havoc, by Sir Charles, died about 1827 or 1828. He then found Mr. Edmund Pearce, a man of unquestioned veracity, who when a boy lived in the neighborhood of Mr. Funk. Some fifty years had elapsed between the foaling of Nancy Pope and the time that Mr. Pearce made his statements in regard to Havoc, and he relied solely upon his memory in the matter. He stated that Nancy Pope was not foaled until 1831 or 1832, and was got by a large bay cart horse called Havoc, that was owned by Mr. Funk who owned the Havoc that died about 1828 and was got by Sir Charles, a son of Sir Archy. All that Mr. Pearce claimed to know about the matter was that he heard Mr. Frye, who was Mr. Pope's overseer, say that Nancy Pope was got by a fine draught horse that stood over on the Shelbyville Pike, about four miles from Mr. Pope's residence. Mr. Pearce also stated positively that Mr. Funk did have a *bay* horse when he (Pearce) was a boy and he was said to be a blood horse, but he *knew* he was not the sire of Nancy Pope.

Now, as already remarked, something like fifty years had elapsed between the time that Nancy Pope was foaled, and that when Mr. Pearce made the above statement. He relied solely upon his memory. The matter was one which could not have been of the slightest interest to him at the time it occurred, and

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yet he does not hesitate to state positively that Naney Pope was not foaled until 1831 or 1832. It was a very remarkable assertion, and it is not surprising that though an upright man, who believed he was correct, he made a mistake in the date as other honest men have done before. That such was the case has been proven beyond question, and that Nancy Pope was foaled as early as 1825 there is not a shadow of doubt.

Mrs. Funk, widow of the man who owned Havoc, and by events which occurred about the time that the horse died, fixes the date of Havoc's death as 1827. She stated that Havoc was a chestnut in color. John Funk, a son of the owner of Havoc, remembered the horse well. He was as old as Mr. Pearce, and a more competent witness because his opportunity of knowing the facts were superior to those of Mr. Pearce. In a letter to J. H. Wallace, this John Funk describes the horse as follows: "Havoc was undoubtedly a thoroughbred, on one side closely descended from Diomed, and on the other side Buzzard. My father did not breed him, but purchased him." Mr. John Funk also stated that Havoc was a chestnut in color. This is the horse that Mr. Wallace's witness, Edmond Pearce, who probably never saw him in his life, described as a *bay draught horse*, for Mr. Funk never owned but one stallion called Havoc. Mr. Pearce stated from memory that Mr. Frye, Mr. Pope's overseer, said the horse stood *about four miles* from Mr. Pope's place at Louisville. The actual distance *was eight miles*. The matter of distance was of very small importance, but it shows that the memory of Mr.

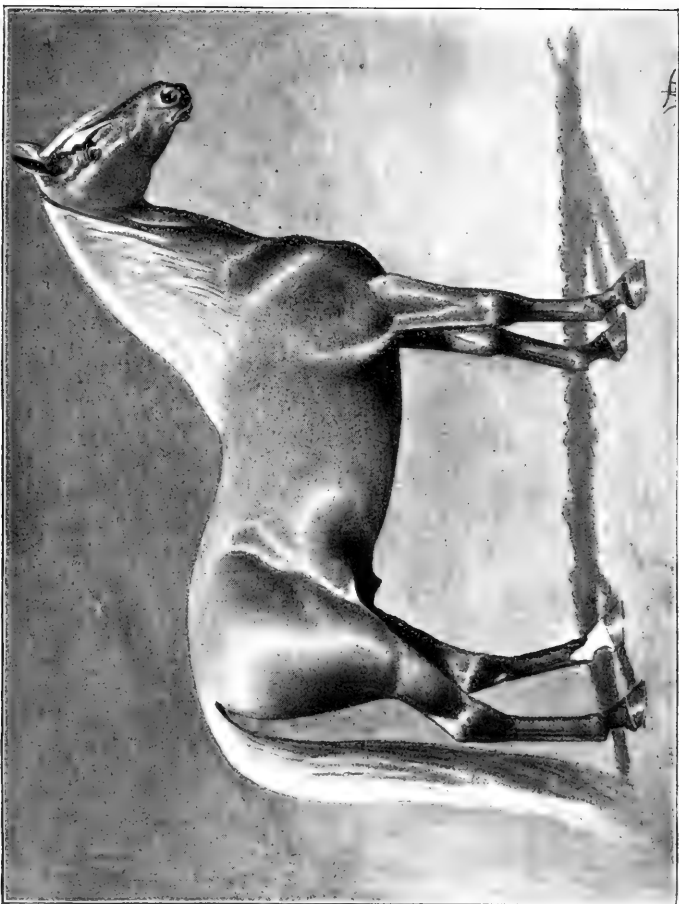
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Pearce was so much at fault as to cast doubt on all his other statements.

There was another man whose opportunities for knowing and remembering the facts in regard to this matter were better than those of Mr. Pearce. This was Mr. Charles Anderson, who was a little older than Mr. Pearce, and who at the time of Havoc, lived within one and one-half miles of Mr. Funk. Mr. Anderson was much more intimate with the Funk family and Mr. Funk's horses than was Mr. Pearce. The controversy in regard to the breeding of Nancy Pope and the statements in regard to her sire, Funk's Havoc, were brought to the notice of Mr. Anderson, and he was urged by parties who were anxious to know the truth, to state what he knew of the matter. This he did in a letter to Mr. Wallace. The letter was published in Wallace's Monthly, but not till after it had been decided upon the strength of Mr. Pearce's statements that the sire of Nancy Pope, dam of Pilot, Jr., was a large bay cart horse. A part of Mr. Anderson's letter was as follows:

As far as I am concerned, the reminiscences of my friends, Speed, Pearce and Gray, as well as your "pet theory" of breeding, must alike go down before my confidence in the simple honesty of Major Funk in these transactions. This is my main motive to this reply; to respond to a call from my especial friend, Andrew Steele, and to correct the misunderstandings of my former and forgotten statements, are my lesser purposes. I know very little of this controversy. As it seems to me, it is only the accidental status of your present discussion which gives the least significance or interest to my knowledge.

Our neighbor, Major Funk, one and one-half miles off, in or about the year 1822, became infected with a violent passion, if



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not mania, for racing and for breeding race horses. He was alone in his taste or enterprise, of all the citizens of Jefferson County of that time. He bought some stock, laid out a race track, built stables, etc., and gathered such a crowd of stallions, mares, keepers, trainers, riders and other attendant persons and things, that his new enterprise became, with different minds of the neighborhood, a cause of surprise, regret and derision. I do not know or believe that any other man in the county had a thoroughbred of either sex. I am sure Mr. Funk then had (as far as he knew) no other sort for breeding. These appear to me to be important items in this question as it stands.

Amongst these stallions in training, or standing, there were Stockholder, Archer (also by Sir Archy), Sea Serpent, by Shylock (I believe), Conqueror, Whip Tiger, with other less distinguished juveniles, and at a somewhat later date perhaps, Havoc, the horse in dispute. I could, if I were not "to inquire too curiously," give you also the names of sundry mares, fillies and colts then assembled there.

I remember Havoc very distinctly, more so than if I had seen him last year. He was not a bay, but a chestnut (or "sorrel" as the color was then called), nor was he as dark or dull colored as Wagner was, but a bright yellowish sorrel. As to size, he was of the medium size and shape of thoroughbreds. I think about of such proportions as Sir Archy or Sir Charles may have been, guessing by their pictures in the Turf Register.

There never was any large bay horse called Havoc owned by Peter Funk. Be assured of this fact. On this point I must stand up for my own superiority "of opportunities" to your other "Beargrass boys." Major Funk's race course was entirely out of their beat. The Speed boys were good, and did not habituate such places. And although Ned Pearce and John Gray (like the writer) were certainly "fast" enough for any deviltry of that sort, yet I have no idea that either of them ever saw Stockholder, or Havoc (any Havoc) in their lives. What then could either of them know of his size or color?

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He was reputed to be by Sir Charles. As I have almost ever since kept my knowledge of pedigrees refreshed by reading in *The American Turf Register*, etc., I am now unable to say whether any part of his remaining pedigree (by Sir Alfred Virgo, by imported Teazle, Castianira, etc.), to be a matter of memory, derived from the reputation of the neighborhood, or from subsequent studies. But I think the reputed pedigree then was Havoc, by Sir Charles; dam, by Sir Alfred. I am quite sure, though, it was by Havoc, by Sir Charles. Remembering now that I never in my life heard one word in disparagement of the integrity or honor of Major Funk (unless the deplorings of the "unco righteous" of this race horse business may be construed into such impeachment), do you not see in what a light your present proposition must appear?

We are required to believe that such a man would bring from "a trip to Philadelphia" a farm horse of unknown breeding, "a large bay horse," and palm him off as a thoroughbred "Havoc, by Sir Charles, Sir Alfred," and in a county, too, in which the forged pedigree (if believed) would not have added one cent to his custom. If, therefore, Mr. Pope did send Nancy Taylor to Mr. Funk's Havoc (as witnesses affirm) he must certainly have sent her to the chestnut horse Havoc, by Sir Charles,—Sir Alfred. Nor will it be pretended that, at that time, when no portion of this interest (which now lies in the pedigree of Pilot, Jr.) had attached to this simple transaction, any of these neighbors' boys were likely to have known any facts to outweigh these truths and probabilities.

Of the actual breeding of Nancy Pope (the pedigree in question), I know nothing. All I do know or surmise of its connection is as follows: My eldest living brother, Larz Anderson, then, through my father's death, "*in loco parentis*," to me, in June, 1828, married Miss Anne Pope, the only daughter of Mr. Wm. Pope, who owned these mares. Some time previously I had become intimate with his boys, though I had known the family all my life. The family had been close friends since the period when Louisville was St. Nelson. And, from the time of that marriage, as long as his family

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occupied the farm, I was as much "at home" there as one of his own children almost.

Now at the period of the wedding (certainly a marked occasion and date to me), I well remember a grey filly there, out of Nancy Taylor. She was two or three years old. She was a dark but bluish grey. I doubt if I am as good a judge of a horse as my friend and kinsman, Edmund Pearce. Still, although I remember her as larger than her dam, I could never consider her as "coarse" in the sense of a likeness to "large farm horses" nor as being out of the proportions of thoroughbreds. I certainly did not and do not suppose her to have been thoroughbred. (In your advertisement of Almont she is "said to be strictly thoroughbred"). I only mean to say that I have seen a great many true thoroughbreds, especially in England, which were both larger and coarser than this grey filly of 1828.

But, "Mr. Pearce is positive in his assertion that about 1831 Mr. Pope bred Nancy Taylor to a farm stallion, and the produce was a filly larger and coarser than her dam, that afterwards was called Nancy Pope, and became the dam of Pilot, Jr." Now, if there be no mistake here, the question is settled without appeal. But is there no mistake? I repeat that I am sure Mr. Pope had a grey filly out of Nancy Taylor in 1828, which he presented to my brother Larz, and that he sent her for awhile to pasture at Soldier's Retreat, where I was living (the only son) with my mother. And, furthermore, I cannot recollect any other grey filly out of Nancy Taylor or any other dam on that place, until it was rented out to Judge McInley of Alabama, and Mr. Pope moved to Louisville. Does anyone remember a second? What does Mr. Robert Pope, the only remaining son of Mr. Pope (and of 1814, too), remember of there being two grey fillies? or Mr. Speed, Pearce or Gray (who, by the way, was as often on the farm as E. Pearce)?

My own recollection is, of course, not conclusive. But, I submit, is it not of a nature as weighty as Mr. Pearce's recollection of the date (1831) when a neighbor sent a mare to a common stallion, an event which did not contain the slightest

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import or interest for almost a quarter of a century? The case of Attorney-General Speed is an example of the native unreliability of such testimony. He "recollected" the year 1824-5 as the time when "Mr. Pope presented Nancy Taylor to his father." It turns out to have been in 1833, nine years later. (I have reasons to doubt whether it was not still a year later, 1834).

Now, this affair of the ownership of a pet mare, by Judge Speed, must have been one of far more interest to one of his sons than that of the time when a neighbor sent a mare to a common farm horse could possibly be to the other. And yet the attorney-general of the United States (and, let me add, one of the ablest lawyers and best men in the State) forgets the date of that transaction by a gap of nine or ten years. I insist, then, that it is not only no impeachment of Mr. Pearce, not the least, to express a doubt of his date, but that his recollection (if there were no counter memories) is *per se* of very slight historic weight.

So as the testimony stands then (counting in it, of course, my own recollection) I must believe that after 1828 Nancy Taylor had no grey filly; that this filly must certainly have been begotten by a horse standing some four miles off, between 1824 and 1828; that Major Funk, then and there, kept a stallion, Havoc by name, a chestnut in color, and claimed and reputed to be by Sir Charles—Sir Alfred—and that Mr. Funk neither had nor stood any large bay or other farm horse, until long after these dates, when, abandoning his thoroughbred mania, he did buy and stand such a horse, named, I think, Pennsylvania Farmer.

All this, sir, may not prove that Pilot, Jr.'s grandsire was Sir Charles. Indeed, it does not prove it, but it surely diminishes the probabilities of the contrary supposition to a very attenuated quantity. And, if the question must be reduced to a single point between that pedigree on the one hand and the allegations of Nancy Pope's sire being a "large, bay horse" or a "common farm horse, called Havoc" or any other sort of a horse than that claimed by Peter Funk, on

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the other hand; then, indeed, in my judgment, it is a certainty that the former pedigree is established.

There is no doubt that this grey filly that was presented by her breeder, Mr. Pope, to Larz Anderson in 1828, and was then two or three years old, was afterwards known as Nancy Pope, and was the dam of Pilot, Jr. The latter is registered in the Breeders' Trotting Stud Book, published in 1881, and his pedigree which is there given as follows is undoubtedly correct: "Pilot, Jr., gr. h, foaled 1844, bred by Lugerean Gray, and foaled the property of John T. Gray, Graybolt, Jefferson Co., Ky., got by old pacing Pilot, a horse of unknown blood that, it is said, was brought from Canada; dam Nancy Pope by Havoc, son of Sir Charles (Havoc's dam by Chanticleer; 2nd dam Camilla by Symme's Wildair, etc.); 2nd dam Nancy Taylor by Craig's Alfred, son of imported Medley. Sold when four years old to D. Heinsohn, Louisville, Ky., and soon afterward to R. A. Alexander, Spring Station, Ky. Died April 14, 1865, at Montgomery, Kane Co., Ill., where he had been sent by Mr. Alexander along with nearly all his valuable trotting stock, to escape danger from guerrillas."

There is no doubt that had Mr. Anderson been called as a witness in the case and his statements been submitted to the Board of Censors, along with those of Mr. Pearce, that the dam of Pilot, Jr., would now appear in the American Trotting Register as Nancy Pope by Funk's Havoc, a son of Sir Charles, the same as given in the Breeders' Trotting Stud Book, a work in which Mr. A. J. Alexander, the proprietor of Woodburn Farm, and Mr. Lucas Brodhead, the superintend-

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ent of that establishment, were somewhat interested. They were both on the committee on rules for registration by which that register was governed.

Pilot, Jr., was the most successful stallion of his day as a sire of fast trotters. No other stallion that was foaled so early as 1844, sired so many that trotted to records of 2.30 or better as he. The number of his get that made records of 2.30 or better was eight, and all of them were trotters. The fastest of these was John Morgan (also known as Medoc) (2.24), whose dam, Croppy, was a thoroughbred daughter of Medoc by American Eclipse, and whose second dam was by Thornton's Rattler, son of Sir Archy. John Morgan could probably show as much speed as any trotter of his day. Geo. P. Floyd, who raced him for a time, once made a wager that John Morgan could trot a quarter on Mystic Park track in 30 seconds or better, and won the bet. This horse had enough speed and endurance when in his prime to beat any trotter then on the turf. He was also a game trotter, but was such a fearful puller that he wasted a large amount of energy that way.

BAYARD (2.31 3-4). Pilot, Jr. is credited with six sons that sired twenty-six trotters and eight pacers, which made records in standard time. His most successful son, as a sire of standard performers, was Bayard (2.31 3-4), that got nine trotters and six pacers which made standard records. The fastest of Bayard's get is Kitty Bayard (2.12 1-4). The dam of Bayard was by Adam's American, a son of Whitehall, and Whitehall was by North American, the son of the thoroughbred Sir Walter, that got the dam of

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Strathmore. Bayard's second dam was by Vermont Black Hawk, and his third dam by Hammond's Magnum Bonum, a son of imported Magnum Bonum. Bayard is credited with thirteen sons that got nine trotters and ten pacers which made standard records. None of the direct descendants of Bayard in the male line that we can recall are now perpetuating standard speed.

TATTLER (2.26). The most successful son of Pilot, Jr., as a perpetuator of standard speed, was Tattler (2.26). The dam of Tattler was Telltale, a thoroughbred daughter of Telamon, by Medoc, son of American Eclipse; second dam Flea, by Medoc; third dam Martha Darneal, by Sumpter, son of Sir Archy, and fourth dam Arminda, by Doublehead, a son of imported Diomed. One of the sons of Tattler was Rumor (2.20), that got Edgardo (2.13 3-4), the sire of Tomah (2.10). Another son of Tattler that is still perpetuating speed in the male line was Voltaire (2.20 1-4), the sire of *Bessemer* (2.13 3-4). The dam of *Bessemer* was by Concord, a thoroughbred son of the renowned Lexington. *Bessemer* is the sire of *Be Sure* (2.06 3-4), that is now credited with eight pacers that have made records in standard time.

DAUGHTERS OF PILOT JR. The daughters of Pilot Jr. were more successful in transmitting a high rate of speed than his sons. The first trotter that ever took so fast a record as 2.10 was Jay-Eye-See, and his dam was by Pilot Jr. The first trotter to beat 2.10 was Maud S., and she finally trotted to a record of 2.08 3-4, hitched to a high wheel, plain axle sulky and over a regulation track. The dam of Maud S. was also by

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Pilot Jr. The number of standard performers produced by daughters of Pilot Jr. is forty, and thirty-seven of them were trotters. The most noted of his daughters as producers were Miss Russell, Midnight and Waterwitch. Miss Russell is credited with seven in the list, and among them are Maud S. (2.08 3-4), *Slavonic* (2.09 3-4), and Nutwood (2.18 3-4). Miss Russell was also the dam of Lord Russell, the most successful son of Harold as a sire. He was a full brother of Maud S. (2.08 3-4), and among his get was the world's champion five-year-old trotter of his day, Kremlin (2.07 3-4).

NUTWOOD (2.18 3-4). Nutwood (2.18 3-4) was one of the most successful sires and perpetuators of standard speed that has ever lived. He is credited with one hundred and thirty-four trotters and thirty-five pacers, a total of one hundred and sixty-nine that have made standard records; with one hundred and forty-one sons that had sired a total of four hundred and eighty trotters and three hundred and fifty-five pacers that had made standard records up to the close of 1903, and also with one hundred and thirty-one daughters that had up to that time produced one hundred and sixty-nine trotters and fifty-three pacers, a total of two hundred and twenty-two that had made records in standard time. No other stallion that has ever lived can begin to compare with Nutwood (2.18 3-4) as a brood mare sire. The dam of Miss Russell was Sally Russell, and she was a thoroughbred daughter of the famous long distance race winner Boston, the most successful race horse of his day on the running turf.

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MIDNIGHT. Midnight, by Pilot, Jr., produced three with trotting records from 2.10 to 2.20 1-2, and one of them, Jay-Eye-See (2.10), is also credited with a pacing record of 2.06 1-4. Two of Midnight's sons, viz., Beaumont and Electricity (2.17 3-4), are proving quite successful as sires of speed. Among the get of the latter is the trotter Surpol (2.10). The dam of Midnight was Twilight, a thoroughbred daughter of the great four-mile world's record breaker Lexington. The latter was the most famous son of Boston, sire of the dam of Miss Russell. The second dam of Midnight was Daylight by imported Glencoe; third dam Darkness by Wagner, the most noted four-mile race winner of his day; fourth dam Lady Gray, by Sir Richard Tonson; and fifth dam Lucy Clark, by Oscar, a son of Roanoke, by Sir Archy.

WATERWITCH. Waterwitch, by Pilot Jr., is the dam of six trotters with records of 2.30 or better, including Viking (2.19 1-4). Five of the sons of Waterwitch have sired 2.30 speed, and six of her daughters have produced sixteen trotters and four pacers that have made standard records. The dam of Waterwitch was by Kinhead's St. Lawrence, a son of the old trotter St. Lawrence, that originated in Canada. The second dam of Waterwitch was Brenda. She was by a thoroughbred colt, which, as stated in Volume 3 of Wallace's American Trotting Register, was believed to be Oliver, whose sire was the famous old four-mile racer Wagner, by Sir Charles, son of Sir Archy. The dam of Oliver was Flight, by imported Leviathan; second dam Charlotte Hamilton, by Sir Charles, son of Sir Archy; third dam, Lady-of-the-Lake, by imported

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Sir Harry; fourth dam by imported Diomed, and fifth dam by imported St. George. Daughters of Waterwitch have proved more successful as producers than the daughters of any other of the great brood mares. Six of them have produced twenty that have made records in standard time, and sixteen of the twenty are trotters. Her daughter Sprite, by Belmont, son of Alexander's Abdallah, is the dam of four trotters with standard records. Three of the four are the stallions Sphinx (2.20 1-2), Egotist (2.22 1-2) and Electrite (2.28 1-2). All three are by Electioneer. Sphinx and Electrite are proving the most successful sons of Electioneer of their ages as sires of uniform standard speed.

TACKEY. Tackey (2.26), the fastest daughter of Pilot, Jr., by the records, was mated with Happy Medium, by Rysdyk's Hambletonian, and the result was the very successful trotting sire Pilot Medium. The latter met with an accident when young and was never trained. He is credited with ninety-nine trotters and twenty-three pacers that have made standard records, fifteen of which are in the 2.15 list, including Peter the Great (2.07 1-4), Pilot Boy (2.09 1-4), Wau-bun (2.09 1-4), B. B. P. (4) (2.09 3-4) and *Pilot Medium, Jr.* (2.09 3-4). The vast superiority of Pilot Medium over all other sons of Happy Medium is apparent from the fact that the latter is credited with sixty-six producing sons which had sired in all, to the close of 1903, two hundred and sixty-four trotters and one hundred and twenty-seven pacers with standard records. Deducting from this number the ninety-nine trotters and twenty-three pacers got by Pilot Medium

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it leaves one hundred and sixty-five trotters and one hundred and four pacers to the credit of the other sixty-five sons of Happy Medium. The dam of Tackey (2.26) was Jenny Lind, by imported Bellfounder, the Norfolk trotter that got the dam of Rysdyk's Hambletonian. Beyond that, the breeding of Tackey was unknown. The Pilot Jr. strain is undoubtedly the most valuable of all pacing crosses in a trotting pedigree, especially when coming through either of the mares named above, particularly Miss Russell.

WILSON'S BLUE BULL. The most important of all the trotting families that sprang from pacers is that known as Blue Bull. The history of Blue Bull, the founder of this family, reads more like a romance than reality. No parallel to it can be found among all the trotting sires. It has been stated, upon apparently good authority, that Wilson's Blue Bull began his stud career in the humble capacity of teaser for a jack. During the time he was so employed a few mares which were not considered suitable to raise mules were bred to him at a fee of \$5, and it was through the produce of such mares that his merits as a trotting sire were first brought to notice.

According to the American Trotting Register, Wilson's Blue Bull was bred by Elijah Stone of Indiana, and foaled in 1844. His sire was Pruden's Blue Bull, a horse that never produced any other animal of special note. A physician of Dillsboro, Ind., who was something of a horseman and knew Pruden's Blue Bull well, gave the following description of him through the Western Sportsman some years ago, under the *nom de plume* "Phipp." The doctor paced a Tom Hal mare

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against Wilson's Blue Bull in 1859, and got beaten. This doctor says:

He was also known as Old Sam, and is recorded in the American Trotting Register as Pruden's Blue Bull. He is described by the doctor in the article above mentioned as a dun-colored animal, sixteen and one-half hands high, two white stockings behind and one forward, the other leg being zebra marked. He was blind in one eye, had a white face, black mane and tail, a black stripe down the back, and weighed about twelve hundred pounds.

The doctor further says:

His appearance was the most peculiar I ever saw. From a side view one would judge him to be a draught horse, but a front or rear view would dispel the illusion. His hind legs were sickle shaped, front knees sprung backwards, legs wide and thin, very short from knees down, great length of arms, with muscles long and massive, hips extending so far forward and shoulders so far backward that there was not length enough of back for an ordinary riding saddle to be properly adjusted. He seemed to be made of hips and shoulders, but had a good length of belly. His only gait was a pace. I have often seen him pace with a running horse beside him, and for a few hundred yards he would almost come out ahead.

He was bought of Mrs. Morgan of Butler County, Ohio (she lived on the dry fork of White Water) by a Mr. Little, and sold to the Hon. Chester R. Faulkner of Ripley County, Ind., and groomed by James D. English in 1851-2-3. In the fall of 1853 Faulkner sold him to a Mr. Griffen of Ohio County, and about this time he got Wilson's Blue Bull. In the fall of 1850, Oliver S. Mulford of this place attended the sale of Mrs. Morgan, and bought Tiger, a full brother of Pruden's Blue Bull, and two years younger. The pedigree given was: Sired by Old Tom, the old Blue Bull of Butler County, Ohio, he by Chester Ball of Pennsylvania, he by a Canadian pacer; dam by Cadmus.

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This, the doctor tells us in a private letter, was the pedigree given Mr. Mulford at the time of purchase. Some few years later the pacer *Pocahontas* (2.17 1-2) created a great sensation by her wonderful speed. As she was by a horse called Cadmus, and was raised in the vicinity where Pruden's Blue Bull and Tiger were produced, Mr. Mulford got the impression that the dam of these horses was by the sire of *Pocahontas*, and so stated. This statement was published in the *Western Sportsman*. Mr. Mulford must have been mistaken, however, for in 1838 Cadmus, by American Eclipse, dam, Di Vernon, by Florizel, son of imported Diomed, was taken to Lebanon, Warren Co., O., where he remained a few seasons. In 1839 he was bred to a daughter of Brunswick, by Sumpter, a son of Sir Archy, and the result was Iron's Cadmus, foaled in 1840. The latter got *Pocahontas*, but the Cadmus which sired Iron's Cadmus must have been the horse referred to in the pedigree, for Pruden's Blue Bull, according to the *Trotting Register*, was foaled in 1844; hence his dam was probably foaled as early as 1840. The oldest of Iron's Cadmus' get could not have been foaled earlier than 1843.

Old Sam, or Pruden's Blue Bull, as he is now known, was by Merring's Blue Bull, which was described as follows by Mr. J. G. Vaughn of Odin, Ill., in *Coleman's Rural World* a few years since, who states that the dates are given from memory, and may be slightly incorrect, but the facts can be substantiated.

This horse, Merring's Blue Bull, was brought from Pennsylvania, says Mr. Vaughn, by Henry Snively, to Wayne Township, Butler County, O., and sold to John Merring of Morgan Township (same county) about the year 1825. Mr. Merring kept him about eight years, and always advertised him as

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"The Ohio Farmer." He was then sold to some parties in Dearborn County, Ind., where he remained some twelve to fifteen years. Between 1845 and 1850 the old horse was brought back to Ohio, and kept by Henry Grisley at New Baltimore, in Hamilton County, a few miles south of Merring's old place, and here he died, reputed to be considerably over 30 years of age.

John Wright, a noted auctioneer and facetious wag, who lived within a half-mile of Merring, nicknamed the horse "The Blue Bull" on account of his very peculiar color, build and general appearance, and this name, first applied in derision, seemed so appropriate that it shortly became the generally recognized name of the stock.

The horse was a deep mouse color, generally called blue, blaze face, glass eyes, heavy black mane and tail, black stripe down his back, legs white to the knees, and from there up had yellow stripes around them. He was a powerfully built, heavy-bodied, close-ribbed horse, with an enormous beefy neck, a natural pacer and clumsy in his gait. And these characteristics were inherited by many of his descendants. The majority, I think, were either mouse color or a very peculiar yellow bay, and striped like the old horse.

Many of them were natural pacers, and but few proved to be good riding horses, on account of their clumsy and stumbling gait. They were, however, a strong, tough, hardy race of horses, and served admirably for heavy teaming in this hilly country, before the days of turnpikes and railroads, but they have now given place to a more stylish class of horses.

During the life of the "Old Blue Bull," I never heard of any of his stock having much speed or activity, except an occasional colt from a warmer-blooded mare, but this was the exception and not the general rule. If exceptional speed has since been developed in his more remote descendants, it has probably been derived from some other source.

It is evident that whatever characteristics the sire of Wilson's Blue Bull may have inherited from the above animal, his speed must have come from his dam, or some

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source other than this strong but clumsy, awkward, pacing cart horse. Although nothing is found in any standard work, or any other that we have yet seen, giving any account of the dam of this Cadmus Mare, the section of country in which the latter originated renders it probable that her dam may have been from good ancestry. Tiger, full brother to Wilson's Blue Bull, was quite fast for his time, it is said, both at trotting and pacing.

The dam of Wilson's Blue Bull, as described by her breeder, Mr. Elijah Stone, was a sorrel chestnut, about fifteen hands one inch, with good trotting action and considerable speed. In a letter published in Wallace's Monthly Mr. Stone states that "she was by Young Selim, a Truxton horse of great power. At one time she was ridden eighty-seven miles in eleven hours, and carried a man weighing one hundred and eighty pounds." Young Selim, according to Mr. Stone, was a black horse standing about sixteen and one-half hands, but the old Truxton from which he descended was a beautiful bay of considerable speed and a natural trotter.

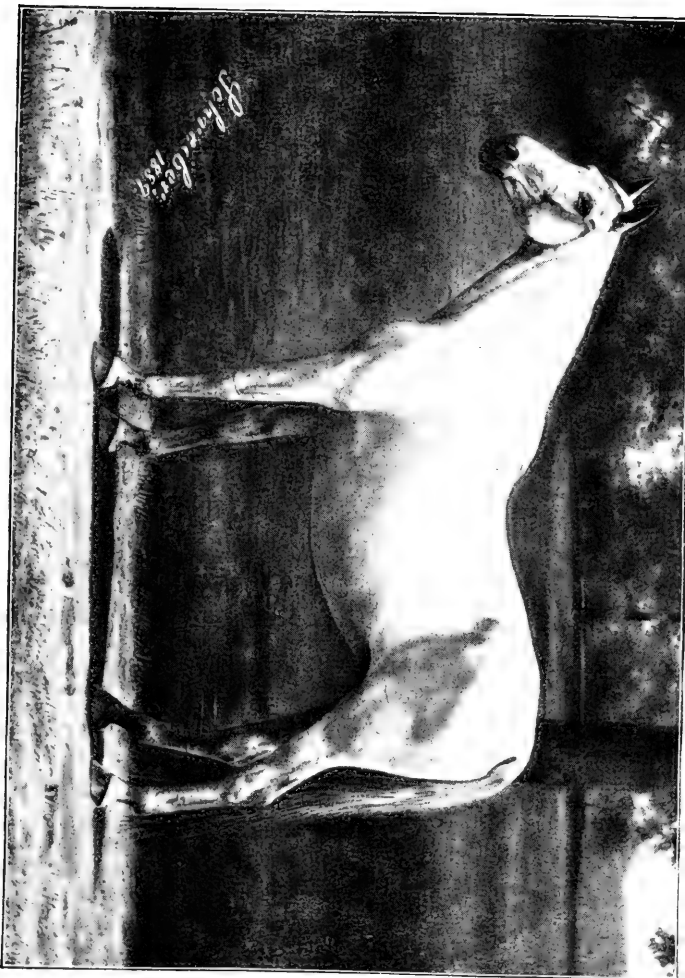
The Trotting Register does not give any clue to the origin of this "Truxton horse of great power," which was undoubtedly the most potent speed factor in the pedigree of Wilson's Blue Bull. The most noted family of Truxton's, however, was founded by General Jackson's famous thoroughbred race horse of that name, which is described at considerable length in Vol. IV. of Wallace's Monthly, from which we quote the following:

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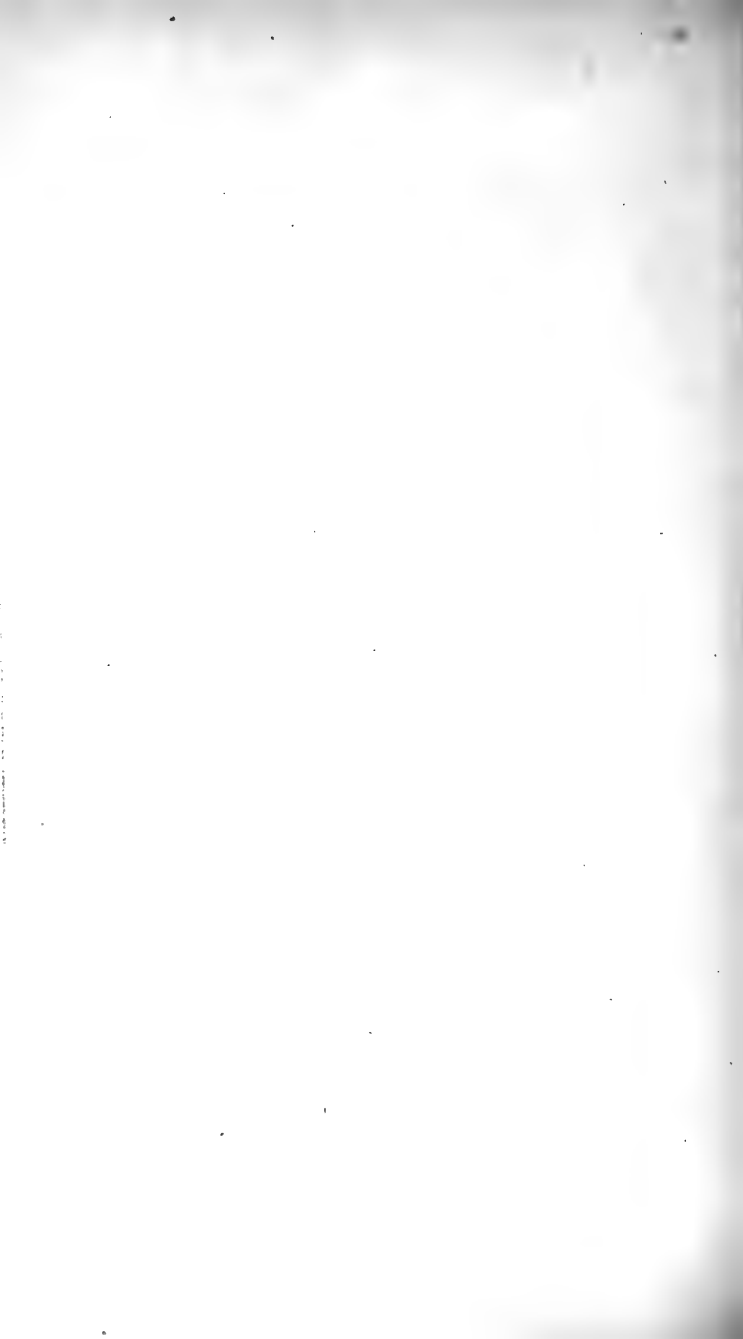
Of all the horses that won distinction under his (General Jackson's) management, Truxton stood unrivalled in the affections of a devoted master. Alexander the Great was not more attached to his beautiful Bucephalus than General Jackson was to the great Truxton. After Truxton had performed prodigies for him upon the turf, he retired to his harem at the Hermitage, where he was well cared for. From him descended some of the best horses ever known upon the American turf. He sustained, perfectly unimpaired with the public, the generous opinion entertained of him by his more than partial owner. A writer of the period says: "Every drop of his blood is to be prized, wherever it is to be found." As a curiosity in horse literature, we insert the following as General Jackson's opinion of his favorite. It was written after Truxton had retired from the turf:

"Truxton is a beautiful bay, full of bone and muscle, was got by the imported horse, Old Diomed, and came out of the thoroughbred mare Nancy Coleman, the property of Major John Verrell of Virginia. Truxton, however, is too well known to require minute description. His performances on the turf have surpassed those of any horse of his age that has ever been run in the Western country, and, indeed, it may be said with confidence that he is equal if not superior to Mr. Ball's Florizel, who was got by the same Diomed, and who now stands unrivalled in Virginia as a race horse. Truxton, by old sportsmen and judges, is admitted to be amongst the best distance horses that ever ran or had to train.

"His speed is certainly unknown to all those who have run against him. He has, on the most unequal terms, started against the very best mile horses in Kentucky and Tennessee, and beaten them with great ease, and in no one instance has ever run with any horse, when he himself was in order, but he either could or did distance him with ease. Although four-mile heats is the real and true distance for Truxton to run, he has beaten Mr. Gordon's fine mile horse, Jack of Clubs, and Mr. Cotton's Greyhound, both aged horses, with equal weights of 100 pounds on each, mile heats.



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"And lastly, to crown the much doubted speed of Truxton with his opponents, he beat, on only two sound legs, on April 3, 1806, over the Clover Bottom course, the celebrated horse Plow Boy, who was never before beaten, and beating him without the assistance of whip or spur. It is now no longer for the numerous concourse of people who were present on that day to say whether or not Truxton be the true bred racer. Truxton's winnings, from time to time, from the most correct information, amount to at least \$20,000, and his colts are not inferior to any on the continent.

"(Signed) ANDREW JACKSON."

As Young Selim, which got the dam of Blue Bull, was a "Truxton horse of great power," it was not surprising that Wilson's Blue Bull was fast and sired speed in spite of the lack of speed displayed by any of his ancestors, so far as known in the paternal lines. It is more than probable that he inherited his speed ability from his own dam and from the Cadmus mare that was the dam of his sire.

The second dam of Blue Bull is described by Mr. Stone as a bright bay, nearly fifteen hands, and a trotter. The dam of Blue Bull was said at one time to have been by Blacknose, a thoroughbred son of Medoc, by American Eclipse, but according to Mr. Stone's statement that must be incorrect, unless Young Selim and Blacknose are two names for the same animal, which is not probable. The high form and blood-like quality shown by many of Blue Bull's get are sure indications that the coarse characteristics inherited from his paternal ancestors were overcome by royal blood from some source. The facts given above undoubtedly point with great certainty to the real source from which they were inherited.

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In 1857, when three years old, Wilson's Blue Bull was sold by his breeder, Mr. Elijah Stone, to Mr. Daniel Dorrell. In 1865 Mr. Dorrell sold him to Mr. James Wilson of Rushville, Ind., for \$300, on condition that he should show a mile in 2.45, a feat which he easily accomplished, with something to spare. It is stated upon good authority that the reason for keeping him entire was on account of being what is improperly termed a ridgling. Only one of his testicles ever descended to his scrotum. After passing to the ownership of Mr. Wilson he lost an eye, and also got one knee broken from a kick. He was then thought of so little value that he was assigned the menial position of teaser to a jack, and his services were offered to such as cared for them at five dollars to warrant.

At this time he is described as a sleek-coated, dark chestnut, standing about fifteen hands two inches, with a fine muzzle, heavy jowls, good countenance, mild, intelligent eye, long and well-arched neck, light, silky mane and well proportioned body and limbs. He was remarkably fast for a short distance. Even after being crippled it is claimed that he showed a half-mile to saddle in 1.05, and to wagon in 1.07. The stud career of this wonderful horse extended from 1865 to 1879. He got a few foals prior to 1865, however, but during the last three years of his life was limited to very few patrons. His death occurred July 11, 1880, from disease contracted in the performance of stud duties. He is registered as Blue Bull 75.

Twenty years ago this fall, Wilson's Blue Bull was the leading sire of 2.30 performers. He was then credited with thirty-eight trotters that had made

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records from 2.19 1-2 to 2.30, and three pacers with records from 2.22 1-2 to 2.24 1-2. Rysdyk's Hambletonian was then credited with thirty-eight trotters that had made records of 2.30 or better to harness, and another with a record of 2.33 1-2, to wagon; and George Wilkes was then credited with thirty-four trotters and one pacer that had made standard records. At the close of the season of 1885, Blue Bull's list of standard performers included forty-seven trotters and three pacers. George Wilkes (2.22) was next in rank with forty-one trotters and three pacers. At the close of the season of 1886, Blue Bull was still in the lead, with forty-nine trotters and three pacers to his credit that had taken standard records, making Blue Bull and George Wilkes just equal as to numbers of performers, but giving Blue Bull one more trotter than George Wilkes. The following year, however, George Wilkes took the lead and Blue Bull never afterward regained it.

The number of the get of Wilson's Blue Bull that made records in standard time is sixty, and fifty-six of them were trotters. The fastest trotter of his get was Zoe B. (2.17 1-4) and his fastest pacer was *Georgetown* (2.16 1-2). He is credited with forty-eight sons that to the close of 1903 had sired fifty-six trotters and eighty-one pacers with standard records. The most successful of these is Jim Wilson, whose list of standard record-makers includes sixteen trotters and sixteen pacers. The fastest of them is *Wiltranby* (2.06 3-4). Up to the close of last season the names of only five sons of Jim Wilson appeared in the Great Table of sires of standard performers, and the number

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of the get of these five that were credited with standard records was eight, three of which were trotters. No son of either of these five stallions was credited with a standard performer, which indicates that this family will soon cease perpetuating in the male line.

Daughters of Wilson's Blue Bull were much more successful in perpetuating speed than his sons. The Year Book for 1903 credits him with one hundred and eleven daughters that have produced eighty-three trotters and eighty-seven pacers which have made standard records, a total of one hundred and seventy. The fastest performer produced by a daughter of Blue Bull is *Roy Wilkes* (2.06 1-2).

It would seem from the best information obtainable that the breeding of Pilot Jr. and Wilson's Blue Bull was very similar. Both were by pacing stallions and the dams of both appear to have been from running stock. Other stallions bred in similar lines, viz., by uniting a pacing animal with one from running stock, have also gained some distinction as perpetuators of trotting speed. Another instance of success from such breeding was North American, also called the Bullock Horse, whose sire was the thoroughbred Sir Walter. The latter was by Whip and his dam was Nettletop, by imported Diomed. The dam of North American was of unknown breeding, but she was a fast pacer.

WHITEHALL. The only son of North American that gained distinction as a perpetuator of trotting speed was Whitehall. This horse is registered in the Breeder's Trotting Stud Book, and his dam is given as by Cock of The Rock, a son of Duroc. The dam of

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this Cock of The Rock was Romp, by imported Messenger. Romp was a full sister of Miller's Damsel, the dam of American Eclipse. Whitehall got one trotter that took a standard record, viz., Rhode Island (2.23 1-2).

RHODE ISLAND. "The Breeders' Trotting Stud Book" gives the breeding of Rhode Island as follows: "Sire Whitehall; dam by Nigger Baby; second dam bred in New Jersey, breeding unknown." Rhode Island was bred near Portsmouth, Ohio. Nigger Baby was bred in Ohio and did stud service in that state. He had the reputation of being a very fast runner for quarter and half miles dashes. His sire was known as Tiger Whip. His dam was by Paragon and his second dam an Arabian. Wallace gave the dam of Rhode Island as by Davy Crockett, a Canadian pacer that was taken to Kentucky and did stud service there, but we are inclined to believe that the Breeders' Trotting Stud Book is correct, and Mr. Wallace in error. Whitehall is credited with three sons that sired 2.30 trotters. They were Adam's American, sire of Nelly Holcomb (2.28), Buck, sire of Brown Joe (2.29 1-2), and Rhode Island, sire of three, viz., Gov. Sprague (2.20 1-2), Jim Schriber (2.21 1-2) and Wilmar (2.29 1-4).

GOV. SPRAGUE (2.20 1-2). Gov. Sprague (2.20 1-2) was a remarkable horse. As a five-year-old in 1876 he was the world's champion trotter of that age, with a record of 2.20 1-2. Gov. Sprague was sold that season to the successful horseman, the late J. I. Case of Racine, Wis., for \$27,500. He was foaled in 1871 and died May 5, 1883. He was not only the fastest trotter got by Rhode Island, but was also by far the

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most successful son of Rhode Island as a sire and perpetuator of speed. During his short stud career Gov. Sprague got thirty-six trotters and two pacers that made records in standard time. He is credited with twenty-four sons that have sired seventy trotters and twenty-seven pacers which have made standard records, and thirty-nine of his daughters have produced forty-four trotters and thirteen pacers that have made records in standard time. The fastest trotter produced by a daughter of Gov. Sprague is the renowned McKinney (2.11 1-4), by Alcyone (2.27), that was lately sold for \$50,000. McKinney outranks every other stallion of his age that has ever lived, as a sire of uniform extreme trotting speed.

The success of Gov. Sprague (2.20 1-2) as a trotter, and also as a perpetuator of trotting speed, is doubtless largely due to the fact that his dam was the great brood mare Belle Brandon, that also produced Amy (2.20 1-4), etc., Belle Brandon was by Rysdyk's Hambletonian. Her dam Jenny was by Young Bacchus, a son of the running bred Cone's Bacchus, whose sire was Bacchus by Sir Archy. The second dam of Belle Brandon was the Worden Mare, by Exton Eclipse, a running bred son of the famous American Eclipse.

BLANCO. The stallion Blanco, sire of the renowned Smuggler (2.15 1-4); is another instance of mating a pacing mare with a stallion bred from race-winning running stock. Blanco was by Iron's Cadmus, a horse registered in Bruce's American Stud Book where his sire is given as Cadmus, a thoroughbred son of American Eclipse, and his dam by Brunswick, a son

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of Sumpter, by Sir Archy; second dam by Blackburn's Whip, a thoroughbred son of imported Whip. The Cadmus that got Iron's Cadmus has sometimes been called Beach's Cadmus. His sire was the renowned American Eclipse, by Duroc, son of imported Diomed and from Miller's Damsel by imported Messenger. The dam of Cadmus was Die Vernon, by Ball's Florizel, a son of imported Diomed.

Col. S. D. Bruce, author of Bruce's American Stud Book, the standard thoroughbred register of America, stated in the "Horse Breeders' Guide and Stud Book," a work published in 1883, that as a race horse Ball's Florizel had no equal in his day. He never lost a heat or paid a forfeit, never knew the touch of a spur or heard the flourish of a whip. Ball's Florizel got the dam of the distinguished race horse Boston.

The dam of Blanco, sire of Smuggler, was by Irwin's Tuckahoe, a horse bred from thoroughbred and pacing ancestors. Smuggler lowered the world's champion record for trotting stallions to 2.15 1-4 in 1876, and it remained there until 1884. Smuggler (2.15 1-4) was the sire of ten trotters and two pacers that made records in standard time. He is credited with twelve sons that have sired fourteen trotters and ten pacers with standard records. Smuggler's daughters were more successful than his sons as perpetuators of speed, as twenty-four of them have produced twenty-four trotters and eight pacers with standard records, the fastest of which are the pacer *Be Sure* (2.06 3-4) and the trotter *Miss Whitney* (2.07 1-2). None of the direct descendants of Smuggler in the male line that we can now recall is perpetuating standard speed.

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TOM ROLFE (2.33 1-2). Another stallion, whose ancestors included thoroughbreds and pacers, that founded a trotting family, was Tom Rolfe (2.33 1-2). His sire was Pugh's Aratus, a son of Phare's Aratus, and he by Aratus, a thoroughbred son of Director by Sir Archy. The dam of Tom Rolfe was the famous pacer *Pocahontas*, that lowered the world's champion record for pacers to 2.17 1-2, in a race in 1855, and pulled a wagon at that. *Pocahontas* was by Iron's Cadmus, the sire of Blanco mentioned above. Her dam was by Probasco's Big Shakespeare, he by Stoughtenborough's Shakespeare, a running bred son of Valerius by imported Badger. *Pocahontas*' second dam was by James Badger, also known as Probasco's Badger. He was another son of Valerius by imported Badger, making the dam of *Pocahontas* closely inbred to Valerius, a running bred son of imported Badger.

It will be seen from this that the famous mare *Pocahontas* (2.17 1-2), dam of Tom Rolfe, was bred largely from running stock on both sides. The dam of Pugh's Aratus, sire of Tom Rolfe, was by Wallace's Saxe Weimer, a son of the thoroughbred Saxe Weimer, by Sir Archy; by which it appears that the sire of Tom Rolfe was inbred to Sir Archy, the best son of imported Diomed. Iron's Cadmus, the sire of *Pocahontas* (2.17 1-2), was also inbred to imported Diomed. *Pocahontas* (2.17 1-2) is in the great brood mare list. She was the dam of the trotter Young Pocahontas (2.26 3-4). Two of her sons, viz., Tom Rolfe (2.33 1-2) and Strideaway, were sires of standard speed, and her daughters produced the trotters Nancy (2.23 1-2) and May Morning (2.30).

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Tom Rolfe took a trotting record of 2.33 1-2. He was the sire of four trotters with records from 2.12 1-4 to 2.25 and three pacers with records from 2.12 1-4 to 2.23. The most noted of his get was the famous pacer *Sleepy Tom* (2.12 1-4), that, though blind, beat all the best pacers of his day, and during the season of 1879 won fourteen races. Three of the sons of Tom Rolfe were sires of standard speed, viz., Pocahontas Boy, Rolfe Duke and Young Rolfe (2.21 1-4). The latter died when but eight years old. Could he have lived till twenty-five years old he would probably have taken a much faster record than 2.21 1-4 and proved a very successful sire of uniform trotting speed.

YOUNG ROLFE. Young Rolfe was the sire of nine with standard records, all trotters, the fastest of which is Nelson (2.09), that lowered the world's champion record for trotting stallions to 2.10, at Grand Rapids, Mich., September 17, 1891. This is the fastest record ever made by a trotting stallion to high wheels over a regulation track. The dam of Nelson was the great brood mare Gretchen, by Gideon, a son of Rysdyk's Hambletonian, and his second dam was Kate, by Vermont Black Hawk. Young Rolfe got five sons that are the sires of thirty-six trotters and twenty-three pacers with standard records. He is also credited with five daughters that have produced seven trotters and one pacer which have made standard records. The most successful of his sons as a sire is Nelson (2.09), that is credited with thirty-two trotters and nineteen pacers with standard records, also with eleven sons that have sired nine trotters and seven pacers which

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have taken records in standard time, while his daughters have produced six that have made standard records.

POCAHONTAS BOY. The most successful son of Tom Rolfe as a speed perpetuator was Pocahontas Boy, but a large proportion of his get were pacers, and nearly all the standard performers got by his sons made their records at the pacing gait. The dam of Pocahontas Boy was by Jerry, a son of Shropshire's Tom Hal. The latter was by Bald Stockings (also known as Lail's Tom Hal), and he by old Tom Hal, founder of the noted Tom Hal pacing family. Pocahontas Boy sired seven trotters and fourteen pacers that made records in standard time; eleven of his sons have sired three trotters and fifty pacers with standard records, and eighteen of his daughters have produced nine trotters and eighteen pacers that have made standard records.

POCAHONTAS SAM. The most successful son of Pocahontas Boy as a sire was *Pocahontas Sam*. If there ever was a pacing-bred stallion that should get trotting speed with uniformity it is this *Pocahontas Sam*, for his dam was Fanny, the daughter of Wilson's Blue Bull that produced Lowland Girl (2.19 1-2). The blood of the champion old pacer *Pocahontas* (2.17 1-2) is united with that of the renowned Tom Hal and the famous Wilson's Blue Bull in *Pocahontas Sam*. He is credited with eighteen standard performers, all pacers. Five of his sons have sired seven pacers that have made standard records. Three of his daughters have produced two trotters and two pacers that have made standard records.

CHAPTER IX.

TWO PACING FAMILIES.

Narragansett Pacers.—The Hal Family.—Kittrell's Tom Hal.
Gibson's Tom Hal, Jr.—Brown Hal (2.12 1-2).

Pacers are found in all parts of the United States where trotters are bred. They appear unexpectedly and sometimes without any apparent excuse, among and from animals bred in orthodox trotting lines, often greatly to the disgust of their breeders. Some have attempted to account for this on the theory that the trotting and pacing gaits are practically the same and are interchangeable. Others who have studied the subject carefully and whose opinions are entitled to great weight, believe that the pacing gait is due to "incongruity of conformation," produced by the uniting of blood elements that are dissimilar, and this, all things considered, appears the more reasonable of the two.

So far as we have been able to learn, there have never been but two families of pacers on this continent that can justly be called families, and but a very small proportion of the pacers now found in this country can claim relationship with either of those

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families. Most of the modern ones are what may be properly termed sporadic.

NARRAGANSETT PACERS. Many years ago there was a family of horses in New England known as Narragansett pacers. They were excellent saddle animals and admirably adapted to the use of pioneers of the country when roads were rough and not adapted to the use of carriages. There are conflicting statements in regard to the origin of the Narragansett pacers. They were small animals as compared with the horses of the present day, and black appears to have been the prevailing color among them. They were quite numerous in the vicinity of Narragansett Bay one hundred and fifty years ago, and many of them were undoubtedly fast for the early day in which they flourished; but as the family has long been extinct and especially as no trotter of note that has ever lived and no pacer with a fast track record ever traced, through either sire or dam, to a member of this at one time most numerous of all families of pacers, the origin of the Narragansett pacer can not be of the slightest interest to practical breeders of the present day.

THE HAL FAMILY. The only family of pacers now in existence is that known as the Hals, and are descendants of a horse known as Kittrell's Tom Hal, believed to be a descendant of a horse called Tom Hal, whose origin has never been clearly established. He was bought in Philadelphia, Pa., by a Dr. Boswell and taken by him to Kentucky some time in the twenties. It was claimed that he originated in Canada. He was a roan in color, not far from fifteen hands high,

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and is described as a smoothly-gaited pacer with considerable speed. He was kept for stock purposes in Kentucky during the remainder of his life, and died in that State the property of a Mr. Benjamin N. Shropshire. Among his get was the chestnut, blaze-faced, white-legged stallion Bald Stockings, also known as Lail's Tom Hal.

KITTRELL'S TOM HAL. The Hals that have attained greatest fame originated in the State of Tennessee. About 1850 Major M. B. Kittrell bought in Kentucky a bay pacing stallion called Tom Hal and took him to Tennessee. This horse is now known as Kittrell's Tom Hal. The late Judge Halsey of Kentucky, who for several of the last years of his life was a regular weekly contributor to the *AMERICAN HORSE BREEDER*, investigated the breeding and origin of Kittrell's Tom Hal, and from the facts that he succeeded in obtaining from trustworthy sources, became satisfied that the sire of Kittrell's Tom Hal was Bald Stockings (Lail's Tom Hal).

GIBSON'S TOM HAL, JR. This Kittrell's Tom Hal never sired a standard performer, but from Julia Johnson, by Adam's Stump (sire of the dam of the game trotting stallion Bonesetter, that took a record of 2.19 back in 1879), he got Gibson's Tom Hal, Jr., by far the most successful sire and perpetuator of uniform pacing speed that had ever lived up to his time. Adam's Stump was by a running horse called Stump-the-Dealer. And that successful breeder of speed, Mr. Campbell Brown of Spring Hill, Tenn., states that this Stump-the-Dealer, which got Adam's Stump, was a thoroughbred son of Timoleon, and he the son of Sir

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Archy, that got the noted long-distance race winner Boston.

Well informed Tennessee horsemen have stated that the dam of Stump-the-Dealer was by Potomac, a thoroughbred son of imported Diomed. We have never been able to find any thoroughbred son of Timoleon registered under the name of Stump-the-Dealer; but this need not create a doubt in regard to the existence of a thoroughbred horse of that name and breeding, as there were many horses eligible to registry as thoroughbreds that were not registered, through neglect of their owners or the owners of their dams. There are several horses registered under the name of Stump-the-Dealer. One of them, that in 1819 was owned in Virginia, was by Sir Archy; dam by imported Diomed, second dam Rosetta by imported Sentinel. The latter was by Blank, a noted son of the renowned Godolphin Arabian, and his dam was by Cade, another of Godolphin Arabian's sons.

The second dam of Gibson's Tom Hal, Jr., was by Cummings' Whip, a descendant of the thoroughbred Whip. It has been stated, upon apparently good authority, that the dam of Kittrell's Tom Hal was by Dare Devil, a thoroughbred descendant of imported Dare Devil; and his second dam the Luzborough mare by imported Luzborough. The dam of Bald Stockings, sire of Kittrell's Tom Hal, was by Chinn's Copperbottom, and his second dam was by Tarquin, said to be a son of imported Diomed. Chinn's Copperbottom was got by Fenwick's Copperbottom, a son of Brutus. This Brutus was by the old Canadian pacer Jowett's Copperbottom, and his dam was by

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the thoroughbred Robin Grey, a son of imported Royalist. The dam of Fenwick's Copperbottom (sire of Chinn's Copperbottom) was by Pitt's Ball, a son of imported Royalist, and his second dam was by Meade's Celer, the best son of imported Janus. It appears from this that while Gibson's Tom Hal, Jr., had two pacing crosses (one through old Tom Hal that never got a performer with a fast record, and another through Copperbottom), he was much more strongly bred in running than in pacing lines.

Gibson's Tom Hal, Jr., was really the founder of the Hal family. Nearly all of the fast performers of that family are found among his descendants. He is credited with sixteen pacers that have made records in standard time, the fastest of which is that game campaigner *Hal Pointer* (2.04 1-2) that Trainer E. F. Geers raced so successfully several years ago. The first of the get of Gibson's Tom Hal, Jr., to gain a national reputation for speed and stamina was *Little Brown Jug* that became the world's champion light harness race winner at Hartford, Conn., August 24, 1881, where he beat *Mattie Hunter* and *Lucy* in straight heats, time 2.11 3-4, 2.11 3-4, 2.12 1-2.

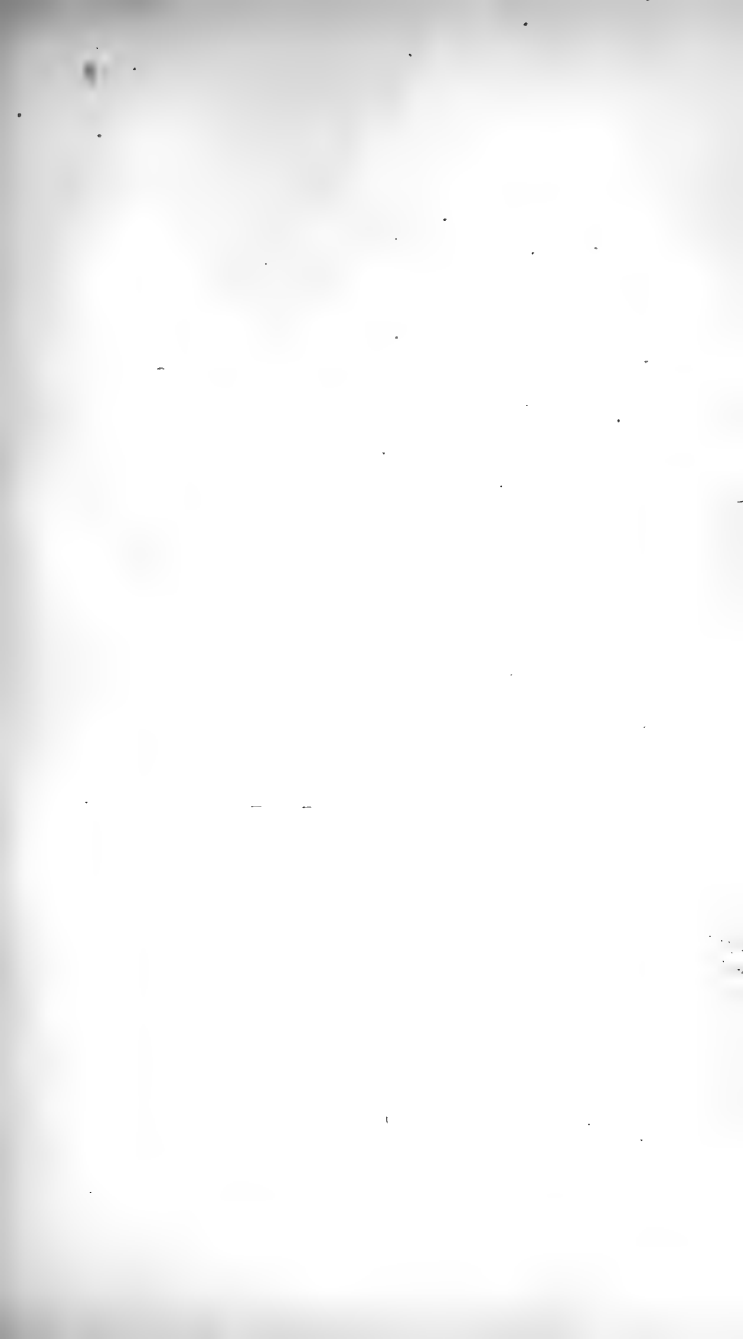
The dam of *Little Brown Jug* was Lizzie. Her sire was John Netherland by Taylor's Henry Hal, a son of Kittrell's Tom Hal. The dam of Lizzie was Blackie, by John Hal, a misleading name, as he did not have a drop of Hal blood in his veins. John Hal was by Smith's John Eaton and he by the running-bred John Eaton, whose sire was Virginian, a thoroughbred son of Sir Archy. The dam of John Hal was Melinda by Whale, probably a son of imported Whale. The

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second dam of *Little Brown Jug* was Old March by Young Conqueror, a son of Lafayette. The latter is registered in Bruce's American Stud Book. His sire was Virginian, a son of Sir Archy, and his dam was a daughter of Sir Archy, the horse that the late John H. Wallace once pronounced "the Godolphin Arabian of America."

BROWN HAL (2.12 1-2). Gibson's Tom Hal, Jr., is credited with twelve sons that have sired standard pacing speed. The most successful of these is *Brown Hal* (2.12 1-2), and he was a full brother of *Little Brown Jug* (2.11 3-4). His dam was Lizzie, whose breeding is given above. *Brown Hal* is the sire of sixty-one that have made standard records, all pacers, and the records of eleven of them are from 1.59 1-4 to 2.10. His fastest, *Star Pointer*, was the first light harness horse to cross the two-minute line. The dam of *Star Pointer* (1.59 1-4) was the great brood mare Sweepstakes, that also produced the game campaigner *Hal Pointer* (2.04 1-2), and two others with standard records. *Hal Pointer* (2.04 1-2) was by Gibson's Tom Hal, Jr., the paternal grandsire of *Star Pointer* (1.59 1-4).

Sweepstakes was a direct descendant of Kittrell's Tom Hal, on her sire's side. She was by Knight's Snow Heels, and he by Knight's Tom Hal, a son of Kittrell's Tom Hal. The breeding of the dam of Knight's Tom Hal is not known, but it has been stated upon good authority that the dam of Knight's Snow Heels was by Buckett's Glencoe, a son of imported Glencoe. The second dam of *Star Pointer* was Kit by





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McMeen's Traveler, a son of the thoroughbred Stump-the-Dealer, that got Adam's Stump, sire of the dam of Gibson's Tom Hal, Jr.

Brown Hal (2.12 1-2) is credited with fourteen sons that up to the close of 1903 had sired seventy-two pacers and one trotter with standard records. The son that had sired the greatest number is *Hal Dillard* (2.04 3-4), that was then credited with twenty-seven pacers and one trotter that had made records in standard time, including *Fanny Dillard* (2.03 3-4). *Star Pointer* (1.59 1-4) comes next in rank as a sire, with eleven to his credit, all pacers, the fastest of which is *Morning Star* (2.04 3-4), the largest money-winning pacer out in 1904. *Sidney Pointer* (2.07 1-4), a son of *Star Pointer* (1.59 1-4), is the sire of *Angus Pointer* (2.04 1-2), that ranks fourth among the greatest money-winning pacers of the season of 1904.

The *Hal* family of pacers is a wonderful one for producing fast game race winners, that train on and breed on. It is the only family of pacers now in existence, and bids fair to survive as long as high-class pacing races are popular. It is a singular fact, however, that the world's champion pacing records are all held by pacers that were trotting-bred. The stallion *Dan Patch*, that holds the world's champion pacing record for aged animals, 1.56, is inbred to the Hambletonian strain through George Wilkes (2.22), also inherits a Mambrino Chief strain through Mambrino Patchen, and a Vermont Black Hawk strain through Joe Young (2.18), that got the dam of *Joe Patchen* (2.01 1-4), sire of *Dan Patch* (1.56).

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The world's champion four-year-old pacing record—2.04—stands to the credit of *Online*, and his sire was the trotter Shadeland Onward (2.18 1-2), a son of Onward (2.25 1-4) by George Wilkes (2.22). The world's three-year-old champion pacing record—2.05 1-2—was made in 1898 by *Klatawah*, whose sire was the trotter Steinway (3) (2.25 3-4), and whose dam was Katie G., by Electioneer. The world's champion two-year-old pacing record is 2.07 3-4, and was made in 1894 by *Directly*, whose sire, *Direct* (2.05 1-2), was by the trotter Director (2.17), and whose dam was by the standard-bred trotter Naubuc, a full brother of the trotting stallion Thomas Jefferson (2.23). The world's champion pacing record for yearlings is 2.20 3-4, made in 1892 by *Belle Acton*, a filly got by the trotter Shadeland Onward (2.18 1-2), the same son of Onward (2.25 1-4) that got *Online* (4) (2.04). The dam of Shadeland Onward, sire of these two world's champion pacing record breakers, was by Mambrino Time, a son of Mambrino Patchen; and his second dam was Cap, by Ward's Flying Cloud, a son of Vermont Black Hawk. The yearling colt *Paul D. Kelly*, that equalled the record of *Belle Acton* (2.20 3-4) the past season, is also trotting-bred on both sides. His sire, Armont, was by Belmont, son of Alexander's Abdallah, and his dam, Arabell, was by Aristos (2.27 3-4), son of Daniel Lambert. The dam of *Paul D. Kelly* was by Edmond, a son of Sprague Suberb (2.29 1-4); second dam by Haroldson, son of Harold, and third dam the great brood mare Olive by Daniel Lambert.

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During the past twenty-five years certain turf writers have claimed that the American trotter was indebted more largely to the pacer for his speed than to any other source. Years ago it was claimed that the Narragansett pacer originated before the galloper, that is, the running race horse. The earliest date of the existence of the Narragansett pacer, according to the author of that statement, was 1711. Historians state that the Olympic Games were established in Greece 1450 years before the Christian era. On the second day of these games horse racing was a feature of the sports, and among the regular exercises on the fourth day were the chariot and horse races. The horses that took part in these contests were runners. From this it appears that there had been gallopers in existence that were used for racing purposes at least twenty-five hundred years before the Narragansett pacer was known. It is a matter of history that horse racing at the running gait was one of the sports in England at least six hundred years before the Narragansett pacer first appeared.

CHAPTER X.

THOROUGHBRED AND PACING CROSSES

Their Relative Value as Factors in Trotting Speed.—Notable Examples.

When the theory was first advanced that the pacing cross was the most potent factor of trotting speed, the writer was greatly interested in the subject and studied it quite carefully for the purpose of getting the bottom facts. As the Narragansett pacers were very numerous in this country at least fifty years before any trotter of note appeared, one would naturally expect to find that cross in the most famous of the early American trotters, provided that the trotter was really the offspring of the pacer. Among the most famous of the first trotters of note produced in this country were Top Gallant, Whalebone, Dutchman, Screwdriver and Lady Suffolk. A careful analysis of the blood lines of all of these noted old-time trotters failed to disclose a single cross of the Narragansett pacer in any of them. It showed, however, that every one of the five were by sires and from dams both of which were direct descendants of the running race horse

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imported Messenger, and also that there were other running crosses besides imported Messenger close up in their pedigrees, but no pacing crosses, either Narragansett or any other. Following down through the list of world's trotting record breakers from Lady Suffolk no Narragansett pacing cross can be found in the pedigrees of any of them, and no pacing cross whatever until Jay-Eye-See (2.10) and Maud S. (2.08 3-4) are reached, when a cross of the Canadian pacer old Pilot appears, through his son, Pilot, Jr., in the first dam of each. The dam of Pilot, Jr., was by Funk's Havoc, a running-bred son of Sir Charles by Sir Archy. The second dam of Jay-Eye-See was a thoroughbred daughter of Lexington, a son of Boston and a four-mile running record breaker. The second dam of Maud S. was a thoroughbred daughter of Boston, and Boston won a greater number of four-mile heat races than any other horse of his day.

Taking all these facts into consideration, it looked quite as reasonable to an unprejudiced student of the breeding problem that the unusual speed ability shown by Jay-Eye-See (2.10) and Maud S. (2.08 3-4) might have been inherited from those record-breaking runners as that it came from the Canadian pacer old Pilot. Knowing that several pacers had originated in Canada, the idea was suggested that if pacers were the origin of trotting speed the pedigrees of the fastest trotters raised in Canada must show a near pacing cross of some kind. The two fastest Canadian bred trotters at that time were Phyllis (2.15 1-2) and Moose (2.19 1-2). Phyllis (2.15 1-2) was by Phil Sheridan (2.26 1-2), a son of Young Columbus (2.35 1-4), he by

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Old Columbus, a horse of unknown breeding, that was a natural pacer. The dam of Phyllis was by Tom Sayers, a son of Canada Grey Eagle, said to be a descendant of old Winthrop Messenger; and her second dam, Grey Nell, was, according to good authority, from running stock on both sides. Here is a running cross close up, but no pacing cross nearer than Old Columbus. Moose (2.19 1-2) was by the Washburn Horse, an animal of unknown breeding, that got no trotter except this solitary Moose (2.19 1-2). The dam of Moose was by the thoroughbred imported Trustee

These investigations forced upon the writer's mind the conclusion that the pacing cross was of little, if any, value as a factor of trotting speed, unless there was a thoroughbred cross close to the pacing cross. A few years later Sunol reduced the world's champion trotting record to 2.08 1-4. Her sire was Electioneer by Rysdyk's Hambletonian. Her dam was by the trotter Gen. Benton, and her second dam, Waxy, was a thoroughbred daughter of Lexington, sire of the second dam of Jay-Eye-See (2.10). The search for a pacing cross in the dam of Sunol (2.08 1-4) was fruitless, and the logical conclusion was that as a son of Rysdyk's Hambletonian could get a world's record breaker from a mare that had no pacing inheritance, but whose dam was by a successful race winning thoroughbred, the pacing cross as a speed factor had been greatly overrated by some writers.

The same season that Sunol reduced the world's champion trotting record to 2.08 1-4, Palo Alto, by Electioneer, reduced the world's champion record for trotting stallions to 2.08 3-4. An investigation of his

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pedigree showed that his dam, Dame Winnie, was a thoroughbred daughter of Planet. Further investigation showed that Planet was one of the most successful race winners of his day. He was raced for several seasons, won in all fifty-seven races, if we remember correctly, and when retired from the turf was perfectly sound and without blemish. His sire was Revenue and his dam was Nina by Boston; second dam imported Frolicsome Fanny by Lottery. Revenue was by imported Trustee. His dam was Rosalie Somers by Sir Charles, son of Sir Archy; second dam by Virginian, by Sir Archy; third dam by imported Bedford; fourth dam by imported Bellair, and so on to the tenth dam, which was the imported mare Miss Bell. The result of these investigations was the conclusion that extreme record breaking trotting speed was due to some quality inherited from successful race winning thoroughbreds.

It is also a significant fact, as those who have investigated the matter carefully well know, that the pedigrees of the fastest pacers show numerous thoroughbred crosses. After *Star Pointer* accomplished the wonderful feat at Readville of lowering the world's champion pacing record to 1.59 1-4, the interesting and impartial writer Trotwood, a native of Tennessee, called attention to the fact that the first Tom Hals which appeared in Tennessee were lacking in speed and it was not till after the family had absorbed the warm blood of the Tennessee race horses that they became distinguished as race winners. Trotwood also stated that the pedigree of *Star Pointer* showed not less than six crosses of the old Derby winner Diomed,

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the greatest progenitor of race winning record breaking runners that was ever brought to America. If he had pursued his investigations farther he would have found at least ten crosses of old Diomed in *Star Pointer*, not counting the Tarquin cross in Chinn's Copperbottom, sire of the dam of Bald Stockings.

The thoroughbred race horse is the descendant of ancestors which have been bred for centuries for speed and other race winning qualities. He has been bred with great care and the natural result is a family of animals the best of which possess the important race winning qualities in a higher degree than can be found in any other breed or family of horses. This accounts for the improvement in speed and other necessary race winning qualities which has resulted from a thoroughbred cross in both the American trotter and pacer.

THE PACING CROSS. If the pacing cross be so potent a factor of trotting speed as some turf writers have claimed during the past twenty-five years, then the surest way to breed uniform and extreme trotting speed is to breed from pacers. But if this be so why is it that some of the world's record-breaking trotters have not come from the *Hal* family of pacers? It has been stated upon apparently good authority that old Tom Hal was taken to Kentucky as early as 1828; but the early trotters of Kentucky do not show a Hal cross in their pedigrees. The same is true of all the really noted Kentucky bred trotting sires, from Almont to McKinney (2.11 1-4). It is also true of all the great brood mares bred in Kentucky that were famous as producers of trotters. Some of the ancestors of a part

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of them paced, it is true, but they were not the descendants of old *Tom Hal*, or of any other family of pacers. The only *Hal* stallion that has sired a trotter with a record so fast as 2.11 is *Hal Dillard* (2.04 3-4), and the only trotter which he has ever sired that has taken a record in standard time is *Hallie Rocket* (2.11). The dam of *Hallie Rocket* was by *Kilbuck Tom*, and her second dam was by *Wilson's Blue Bull*.

Kilbuck Tom made a record of 2.31 trotting and 2.26 pacing. The sire of *Kilbuck Tom* was *White Cloud*. He was by a horse that was called *Dan Rice* and claimed to be thoroughbred. The dam of *White Cloud* is given as a Canadian pacer, but nothing is known of her origin and breeding. The dam of *Kilbuck Tom* was a beautiful chestnut mare that came from Kentucky, and it was claimed that she was by the famous race horse *Lexington*. She ran several races and was never beaten. Her spirit and bottom were remarkable. This *Kilbuck Tom* got the spotted mare *Leopard Rose* that trotted to a record of 2.15 1-4 in 1890. The dam of *Leopard Rose* was by *Gurney*, a son of *Wood's Hambletonian*. Two of the maternal ancestors of the trotter *Hallie Rocket* (2.11) paced. *Hallie* was a good mare, but she was far from being a record-breaker. Yet she is the fastest trotter in the *Hal* family. The only other trotter that we can now recall that was got by a *Hal* stallion is *Little Gipsy* (2.22), whose sire was *Gray's Tom Hal*.

The success of this greatest of all pacing families in producing extreme and uniform trotting speed does not seem to have been sufficient to support the claim made by the late J. H. Wallace, one of the foremost

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writers on trotting horse topics, that the pacing cross is one of the most potent factors of trotting speed. Careful study of the Year Book and Register does not appear to disclose facts which to an impartial mind lead to such a conclusion, or support such an opinion. It is a fact which all students of the breeding problem must have observed, that those writers who give the pacing cross the highest praise as a factor of trotting speed, emphatically denounce a near thoroughbred cross in a trotting pedigree. Their argument is that a thoroughbred race horse was bred to run and hence a thoroughbred cross must be detrimental to a trotter.

Mambrino Chief, founder of the Mambrino Chief trotting family, was bred in the State of New York and was foaled in 1844. He was kept in that State until the winter of 1854, when he was taken to Kentucky, where he remained until he died in March, 1862. He was used for stock purposes in New York, beginning, without doubt, in his three-year-old form. This would give him seven seasons of service in New York State, the first two of which were probably limited to but few patrons, but beginning with his five-year-old form he was capable of doing full service, which would give him five full seasons in the North. Not one of those animals that Mambrino Chief got in the North ever made a record in standard time.

The fastest trotter that Mambrino Chief ever got was the famous Lady Thorn (2.18 1-4), and his most successful son as a progenitor of speed was Herr's Mambrino Patchen, a full brother of Lady Thorn. The dam of these two noted animals was known as the Rodes Mare. Her sire was Gano and her dam was a

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pacer. Gano was quite a successful race horse and a fairly successful sire of running race winners. He is registered in Bruce's American Stud Book, a register for thoroughbred animals, and the best American authority. The sire of Gano was American Eclipse, a famous long distance race winner, sired by Duroc, a son of imported Diomed, and American Eclipse's dam was the successful running race mare Miller's Damsel, by imported Messenger. The dam of Gano was Betsey Ranson, by Virginian, a son of Sir Archy. This Sir Archy was admitted to be the greatest four-mile race horse in the world when he was retired from the turf. He was the best son of imported Diomed, and his success as a sire of race winners was fully equal to his success as a racer on the turf. The second dam of Lady Thorn and Mambrino Patchen, as already stated, was a pacer. She is described as very blood-like in appearance. Her sire is given as a son of the thoroughbred Sir William of Transport, and Sir William of Transport was by Sir Archy, his dam being Transport, by Virginus, a son of imported Diomed. The third dam of Lady Thorn and Mambrino Patchen was also a pacer. She resembled a thoroughbred in appearance, but nothing is known of her breeding.

Those who believe that a pacing cross is the main-spring of trotting speed claim that the speed ability of Lady Thorn (2.18 1-4) and the success of her full brother, Mambrino Patchen, as a progenitor of trotters, were due to the fact that their second dam was a pacer, though it is not known that either her sire or dam ever paced. The advocates of the pacing cross no

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doubt actually believe that because the second dam of Mambrino Patchen paced, this distinguished son of Mambrino Chief was more largely indebted to her for his speed perpetuating powers than to all his other maternal ancestors, and perhaps it can't be proven that he was not.

Those who first advocated this doctrine contended that the pacing and trotting gaits are interchangeable and essentially the same. This being the case, if the thoroughbred cross be detrimental to trotting speed, as they claim, it follows that the thoroughbred cross must also be detrimental to pacing speed. Hence, according to this theory, the get of Mambrino Chief that were from pacing mares which did not inherit a thoroughbred cross should be faster trotters than Lady Thorn (2.18 1-4) and more successful as progenitors of trotting speed than Mambrino Patchen. Is this in accordance with the facts found in those infallible guides, the Year Book and Trotting Register? Let us examine them and see. The second fastest trotter got by Mambrino Chief was Woodford Mambrino (2.21 1-2). The dam of Woodford Mambrino was the great brood mare Woodbine, and she also produced that game campaigner Wedgewood (2.19). Woodbine was by the thoroughbred Woodford, whose sire was Kosciusko, and whose dam was Melissa, by Hancock's Hamiltonian by Hamlingtonian, son of imported Diomed. Kosciusko was a full brother of Saxe Weimer, to which the great brood mare Dolly, by Mambrino Chief, was inbred. His sire was Sir Archy, by imported Diomed, and his dam was Lottery, by imported Bedford; second dam the imported mare

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Anvelina. There were no pacers among the ancestors of Woodbine, and yet, with the exception of Mambrino Patchen, Woodford Mambrino (2.21 1-2) was the most successful son of Mambrino Chief as a progenitor of trotting speed, and far superior as a race trotter to any of the other sons and daughters of Mambrino Chief except Lady Thorn (2.18 1-4), whose dam, the Rodes mare, was largely thoroughbred and also bred in similar lines to those found in the dam of Woodford Mambrino.

It is interesting to compare the speed producing and speed perpetuating ability of those sons of Mambrino Chief which were from running bred mares that had no pacing ancestors, with such of his sons as were from pacing mares that had no near thoroughbred crosses in their pedigrees. Some writers who were looked upon as the highest authority on the breeding of trotters have gone so far as to assert positively and emphatically that the pacer or pacing element is the real source of trotting speed. The same writers, as already observed, have stated with equal positiveness and emphasis that any thoroughbred cross is detrimental to trotting speed. This is a question of deep interest and great importance to breeders of trotting stock. Now if the claim of the above named writers be true, then the progeny of any sire, Mambrino Chief for instance, which were from pacing dams, or those from pacing ancestors, with no near thoroughbred crosses in their pedigrees, should have proved much more successful as fast trotters and progenitors of trotting speed than those sons of Mambrino Chief which were from dams that were not

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pacers, but whose ancestors on the contrary were thoroughbreds, or running stock. What are the facts? Any one can learn for himself by studying the Great Table in the Year Book. As there are some who may not have Year Books or may not have time to hunt up the facts in them, we will give the facts as they appear there.

The total number of Mambrino Chief's sons that sired standard speed according to the Year Book is twenty-three. Five of these twenty-three were from dams that were either pacers themselves, or were bred from pacing stock, and had no near thoroughbred crosses in their pedigrees. They are as follows:

First:—Alcalde, whose dam was by Pilot, Jr., a son of pacing Pilot, and whose second dam was a trotter. Alcalde is the sire of four performers which have taken records in standard time. Four of his sons sired a total of thirteen standard performers and his daughters produced fifteen with standard records, making the total number to the credit of Alcalde, thirty-two.

Second:—Garrard Chief, whose dam was of pacing stock. Garrard Chief is the sire of one standard performer. Three of his sons have sired a total of five in the 2.30 list, and his daughters have produced seventeen standard performers, making the total twenty-three.

Third:—Joe Hooker, whose dam was by the pacer Davy Crockett. Joe Hooker got two standard performers. None of his sons ever sired a 2.30 trotter or 2.25 pacer, but his daughters produced four in the list, giving him a total of six.

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Fourth:—Mambrino Brave, whose dam was the pacer Lady Denmark. Mambrino Brave got one that is in the standard list, but none of his sons ever sired nor none of his daughters ever produced a standard performer, so his total is one.

Fifth:—Mambrino Star. The dam of Mambrino Star was Lady Fairfield, by the pacer Old Red Buck. The number of standard performers got by Mambrino Star is two. None of his sons ever sired a standard performer, and his daughters have produced but eight in the list, which makes his number ten.

The above are the only five of Mambrino Chief's sons which were from strictly pacing or pacing bred dams, and the total number of standard performers got by them and their sons added to all that were produced by their daughters is seventy-two.

There were five sons of Mambrino Chief that were out of running bred dams with no pacing ancestry, which we will compare with the above five from pacing dams. They are as follows:

First:—Ashland. His dam was Utilla, a running bred daughter of imported Margrave. Ashland is the sire of three in the 2.30 list. His sons have sired one standard performer, and his daughters produced four, giving him a total of eight.

Second:—Ashland Chief, whose dam was the Viley mare, a running bred daughter of imported Yorkshire. Ashland Chief is the sire of three in the list. Two of his sons have sired eight and his daughters have produced nineteen standard performers, giving him thirty.

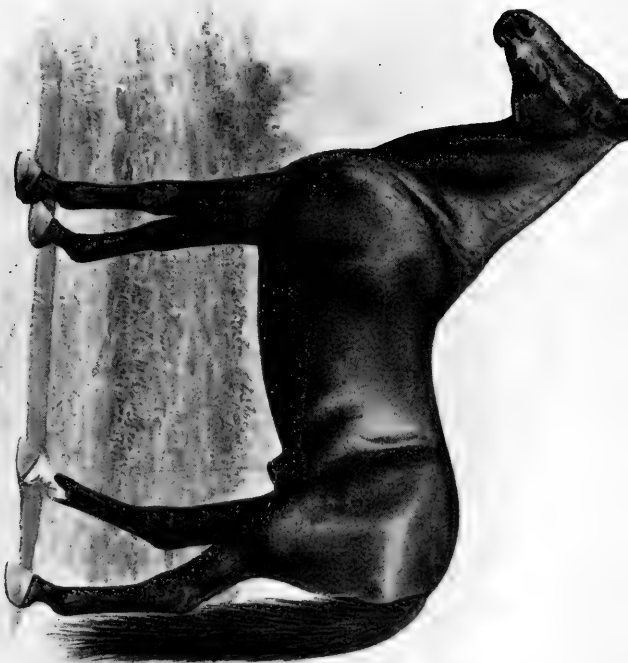
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Third:—Idol (Peck's). The dam of Peck's Idol was a running bred daughter of the great four mile race horse American Eclipse. Idol is the sire of five in the standard list. One son has sired three and his daughters have produced fourteen in all, making a total of twenty-two.

Fourth:—Mambrino Chief, Jr. (Fisk's). The dam of Fisk's Mambrino Chief, Jr., was the second dam of Mambrino King, and was by Birmingham, a son of Stockholder, by Sir Archy. His second dam was by Bertrand, a son of Sir Archy, and his third dam by Robert Bruce, another descendant of Sir Archy. Fisk's Mambrino Chief sired six with standard records. Six of his sons sired in all twenty-three in the standard list, and his daughters produced twenty-three standard performers, making in all fifty-two.

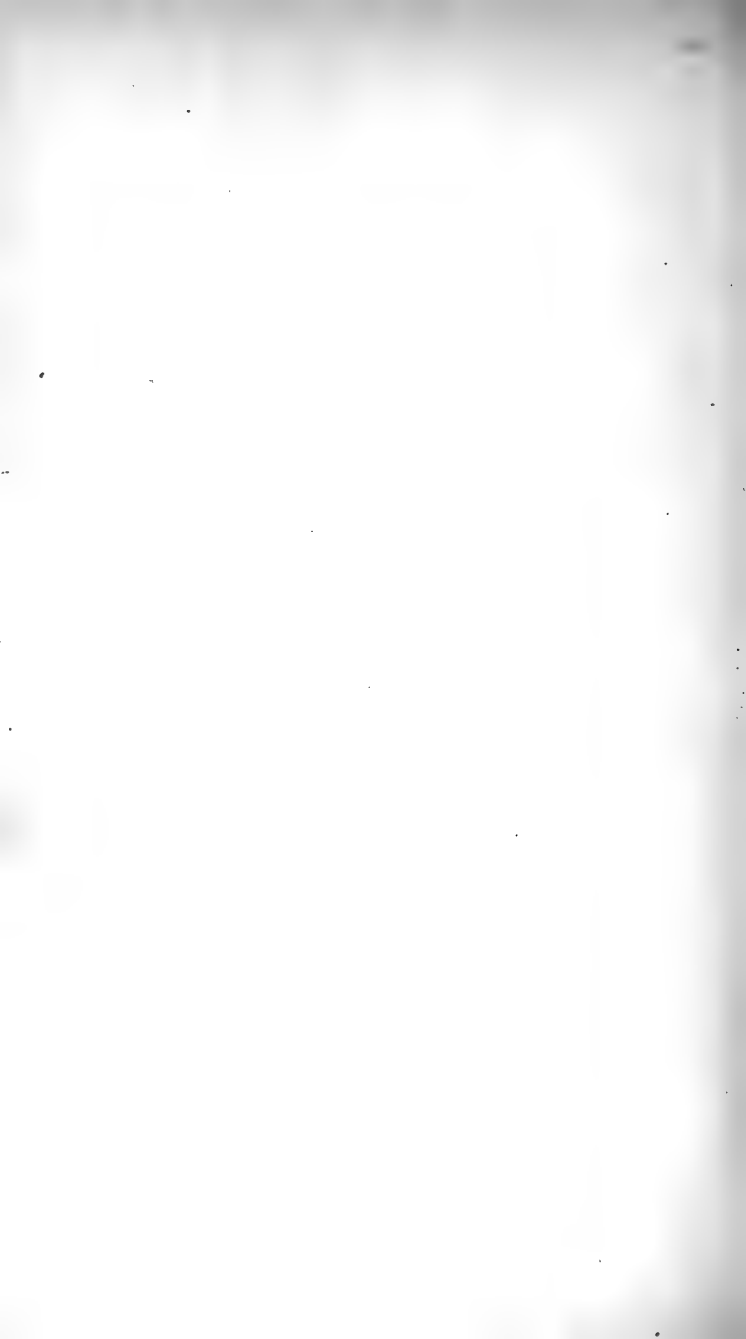
Fifth:—Woodford Mambrino (2.21 1-2). His dam was Woodbine, by the running bred Woodford, a son of Kosciusko, by Sir Archy. Woodford Mambrino sired thirteen standard performers, all trotters. Twenty-five of his sons are credited with a total of one hundred and sixty-eight standard performers, and his daughters have produced forty-three, making a total of two hundred and twenty-four.

The number of standard performers got by the five sons of Mambrino Chief, which were out of pacing or pacing-bred dams, together with those sired by their sons and produced by their daughters, is seventy-two, as against three hundred and thirty-six credited to the five sons from dams of thoroughbred stock.



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It seems from the above that those five sons, together with their sons and daughters from running-bred dams, have produced nearly five times as many standard performers as those from pacing dams. Were the quality or capacity for a high rate of speed to be taken into account it would be found that those stallions which are from running-bred dams are as far ahead of those from the pacing dams in that respect as they are in the number of standard performers.

Mambrino Patchen was far superior to any other son of Mambrino Chief as a progenitor of trotting speed. He is credited with twenty-five that made standard records, all trotters; also with fifty-three sons that have sired one hundred and ninety-eight with standard records, and up to the close of 1903 with one hundred and two daughters that had produced one hundred and fifty-two that had made records in standard time. His dam, the Rodes mare, as already stated, was by the thoroughbred Gano; his second dam by a son of the thoroughbred Sir William of Transport, and his third dam a mare of unknown ancestry that paced, but it is not known whether she was from pacing ancestors or was one of the many accidental pacers—probably the latter.

Now, in the light of the facts shown by the above comparison of the five producing sons of Mambrino Chief whose dams were pacers or from pacing stock, with the five sons which were from dams that were thoroughbred, or from near thoroughbred ancestors on both sides, the question is, to what was the superiority of Mambrino Patchen due? Was it to the fact

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that his third dam paced, or was it the result of the speed ability, the courage, the endurance and the inclination to win that he inherited from his thoroughbred ancestors, which were among the most noted race winners of their day, and were descendants of the best racing stock to be found in England? There are the plain, unvarnished facts. What is the logical conclusion to be derived from them by those of unprejudiced minds?

Let us pursue the investigation a step farther. From what sort of dams were the sons of Mambrino Patchen that were most successful as sires of speed, and those of his daughters that were most successful as speed producers? What was the character of these dams and how were they bred? Were they pacers? Did their ancestors pace, or were they, too, from mares bred in thoroughbred lines and from the best of race-winning stock?

It has already been stated that Mambrino Patchen is credited with fifty-three sons that have sired one hundred and ninety-eight animals which have made standard records, and one hundred and fifty-eight of them were trotters—an average of about three trotters and one pacer to each of the fifty-three sons. The son of Mambrino Patchen which stands out prominently from, and towers far above all others as a progenitor of standard performers, is Mambrino King. As the returns for 1904 are as yet incomplete, we will take the figures shown in the Year Book for 1903. Mambrino King is there credited with fifty-three trotters and sixteen pacers that had made standard records. This is a slight fraction more than one-third

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of the entire number of standard performers credited to the fifty-three sons of Mambrino Patchen. Among this number are three trotters and five pacers that have made records from 2.04 1-4 to 2.10. An investigation of the blood lines of the dam of Mambrino King shows that she was by Alexander's Edwin Forrest, a horse inbred to Watkins' Highlander. The latter was by the imported English running-bred horse, Brown Highlander. The second dam of Mambrino King was by Birmingham, a running-bred son of Stockholder by Sir Archy; third dam by Bertrand, another son of Sir Archy; fourth dam by Robert Bruce, by Clinton, by Sir Charles by Sir Archy, and fifth dam by imported Buzzard. There was none of the pacing element in the dam of Mambrino King. On the contrary, she inherited a very large share of the same kind of thoroughbred blood that is found in the dam of Mambrino Patchen.

The most successful of the one hundred and two daughters of Mambrino Patchen as a producer of trotters was the renowned Alma Mater. Eight of the sons and daughters of Alma Mater trotted to records of 2.30 or better, and among them were the successful sires Alcantara (2.23), Alcyone (2.27) and Alfonso (2.29 3-4). One will look in vain for pacers among the maternal ancestors of Alma Mater. Her dam, Estella, was a thoroughbred daughter of imported Australian. Her second dam was Fanny G., by imported Margrave, and she was also the second dam of the great brood mare Dame Winnie, that produced Palo Alto (2.08 3-4), etc. The third dam of Alma Mater was Lancess, by Lance, son of the renowned

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American Eclipse; fourth dam, Aurora by Aratus, a son of Director by Sir Archy; fifth dam, Paragon by imported Buzzard, and so on through thoroughbreds to her eighth dam, which was the famous Slammerkin, whose sire was imported Wildair, and whose dam was the noted Cub Mare, imported from England. Slammerkin was the third dam of Mambrino, sire of old Abdallah.

Now let us see how the dam of that son of Mambrino King is bred, which has sired the greatest number of standard performers. The son of Mambrino King that has proved the most successful as a sire of performers with standard records is Elyria (2.25 1-4). At the close of 1903 Elyria was credited with sixty-one trotters and thirteen pacers that had taken standard records—a total of seventy-four. His sire, Mambrino King, was then credited with fifty-three trotters and sixteen pacers, a total of sixty-nine. His list of standard performers already exceeds that of his sire. The dam of Elyria (2.25 1-4) was Maggie Mitchell. She was got by Bradford's Telegraph, a non-standard son of Vermont Black Hawk, that was owned and kept for stock purposes by I. T. Bradford, Augusta, Ky., and died his property in 1876. It is stated upon good authority that the second dam of Elyria was by a thoroughbred called Prince Edward. There are three thoroughbreds registered in Bruce's American Stud Book under that name: one, a chestnut horse, foaled 1828, owned at one time in Georgia and sired by Muckle John, a son of Sir Archy. Another was a bay horse, foaled in 1834, sired by Sir Charles, a son of Sir Archy; dam by

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Randolph's Roanoke, son of Sir Archy. This horse was also owned in the South. The third, Prince Edward, was owned in Canada, and was too young to have got the second dam of Elyria. It is probable from the date of her birth that she was by the son of Sir Charles that was foaled in 1834. One thing is sure. The dam of Elyria was not a pacer and had no known pacing inheritance. Neither the success of Mambrino King nor Elyria can be attributed to the pacing element.

There is no doubt that the *pacing gait* is more conducive to extreme speed than the trotting gait. It required no greater amount of nerve force, energy, or propelling power, to enable Jay-Eye-See to pace a mile in 2.06 1-4 than it did to trot a mile in 2.10—probably not as great. There is no doubt that a fast pacing stallion or mare may transmit fast trotting ability; neither is there any doubt that slow pacers which have no speed inheritance cannot do this. It would be contrary to the law of heredity. Every fast pacer whose breeding is known has a thoroughbred inheritance from some ancestor or ancestors. There are but few instances where a pacing stallion whose sire was a trotter has been more successful as a sire of trotting speed than some trotting stallion by the same sire. *Direct* (2.05 1-2) is one of them. He was a trotter at first and took a record of 2.18 1-4 at that gait as a four-year-old. Moreover, his second dam was by Jack Hawkins, a thoroughbred son of Boston. *Sidney* (2.19 3-4) was another, and he, too, trotted

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when young. It was undoubtedly their speed inheritance and not their pacing gait that made them successful sires of trotting speed. There was a stallion by Alexander's Abdallah that paced. He was known as Pacing Abdallah and so registered. Many years ago it was expected and predicted by those who believed that the speed of the trotter came from the pacer that Pacing Abdallah would prove the most successful of all the sons of Alexander's Abdallah as a progenitor of trotting speed. He got in all two trotters that made standard records, viz., W. H. B. (2.28 1-4) and Bay Mate (2.30). The only son of Pacing Abdallah that had sired a standard performer up to the close of 1903 was Billy Campbell, and his only performer was *Grace A.* (2.16 1-4).

CHAPTER XI.

INFLUENCE OF THE THOROUGHBRED.

Blood Lines of Noted Winners.—Top Gallant.—Screwdriver.—Whalebone.—Dutchman.—Lady Suffolk.—Flora Temple.—Dexter.—Goldsmith Maid.—Rarus.—St. Julien.—Jay-Eye-See.—Maud S.—Sunol.—Nancy Hanks.—Alix.—The Abbot-Cresceus.—Lou Dillon.

There is a decided difference of opinion in regard to the influence of a thoroughbred cross upon a trotter. Some contend that as the thoroughbred has been bred for generations to race at the running gait and cannot trot fast as compared with trotting speed of the present day, that a thoroughbred cross of any kind must be, and surely is, detrimental to trotting speed. They say it is absurd to claim that any benefit to a trotter can come from a thoroughbred cross from an animal that can't trot. Some of the advocates of this idea have attempted to heap ridicule and abuse upon those who think and argue differently. To many, especially those who have given but little thought to the subject and others who have studied it superficially, such statements and opinions seem plausible. Students of the breeding problem, however, as well as unprejudiced practical breeders, care little for the

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opinions of any writer. What the man who studies and thinks for himself wants is facts, not opinions. Give him the facts and he can form his own opinion. Now what are the facts in regard to the effects of a thoroughbred cross on the trotter as shown by the Year Book and Register? Beginning with the most noted of the early American trotters and the most successful sires and dams of such, how were they bred? What were the blood lines of the most successful speed perpetuators and of the descendants of these famous sirs and dams?

BLOOD LINES OF NOTED WINNERS. What combinations of blood lines have produced the world's record breakers from Lady Suffolk (2.29 1-2) to Lou Dillon (1.58 1-2) and the record-breaking producing sires from Rysdyk's Hambletonian, the greatest trotting progenitor of all time, to Nutwood (2.18 3-4) and Allerton (2.09 1-4), the greatest of their age that have ever lived? Plain, unvarnished facts must outweigh in all unprejudiced minds mere theories and opinions that are not supported by facts. Let us go back to the earliest of the American trotters and see from what source they came, then follow along down through the line of the most famous of the world's trotting record-breakers and see from what sort of ancestors they came. Facts gleaned from the study of such should throw some light upon this subject.

TOP GALLANT. Four of the most noted and successful of the early trotters whose breeding is known, taken in the order of the date that they were foaled, were Top Gallant, Screwdriver, Whalebone and Dutchman.

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Top Gallant was foaled about 1810 and got by Coriander, whose sire was imported Messenger, a horse bred for racing at the running gait, and that was raced for several seasons in England with fair success. The dam of Coriander was by Allen's Brown Figure, probably a descendant of that son of Grey Figure which won a four-mile running race at Annapolis, Md., in 1766. Coriander's second dam was by Rainbow, a son of the imported running-bred Wildair, a successful sire of race winners, both in England and in America.

The dam of Top Gallant was by Bishop's Hambletonian, a running-bred horse and quite a successful race winner, whose sire was imported Messenger, and whose dam was Pheasant, by imported Shark, a son of Marske, the sire of the invincible English Eclipse. Top Gallant was trotting races of four-mile heats after he was twenty-two years old and was well up with the best of the trotters even then. He was inbred to imported Messenger and had several other running crosses close up. His immediate ancestors, in fact all of his ancestors so far as known, were from running-bred stock.

SCREWDRIVER. Screwdriver was foaled in 1819 and was raced from 1824 to 1828, when he died. He beat some of the best of his day, including the noted Top Gallant. Screwdriver was got by American Commander, a son of Commander, by imported Messenger. The dam of American Commander was by the thoroughbred imported Light Infantry. Screwdriver's dam was by Mount Holly, a son of imported Messenger. The dam of Mount Holly was by Bajazet, a thoroughbred son of imported Bajazet, and his second dam was

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by Bashaw, a thoroughbred son of imported Wildair. Screwdriver, like old Top Gallant, was inbred to imported Messenger and also inherited a large amount of other thoroughbred blood.

WHALEBONE. Whalebone was foaled about 1820, hence was about ten years younger than old Top Gallant. He was a horse of great endurance and once beat Top Gallant, though he was never so fast as Top Gallant in his prime. He was only ten years old when he beat Top Gallant, and the latter was then 20 years old. In 1831 Whalebone trotted thirty-two miles in one hour, fifty-eight minutes and five seconds. His sire was Bishop's Hambletonian, a running-bred son of imported Messenger, and his dam was by Coffin's Messenger, by imported Messenger. The dam of Coffin's Messenger was by Feather, a son of the thoroughbred imported Light Infantry.

DUTCHMAN. Dutchman was foaled in 1828 and was the greatest trotter that had ever been produced up to his time. His sire was Tippoo Saib, Jr., a son of Murphy's Engineer, and Murphy's Engineer was by Grey Mambrino, a son of imported Messenger. The dam of Dutchman was by Mambrino, a son of imported Messenger that was also known as Fox-hunter, and this Mambrino's (Fox-hunter) dam was by Pulaski, a thoroughbred son of Why-not. The latter was a thoroughbred son of imported Fearnought. The second dam of Fox-hunter was by Wilkes, a thoroughbred son of imported Figure; third dam a thoroughbred daughter of True Briton, a son of imported Othello. Dutchman beat

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all the best trotters of his day, including the famous Lady Suffolk.

LADY SUFFOLK. The first trotter to take a record below 2.30 to harness was Lady Suffolk, that won a race against Moscow at Beacon Course, N. J., October 13, 1845, taking first, second and fifth heats in 2.34, 2.29 1-2, 2.36. Moscow won the second and third heats in 2.30, 2.34. Lady Suffolk was both a world's champion trotting record breaker and a world's champion race winner. She was campaigned for fifteen seasons, won eighty-one races and received two forfeits. Many of her races were two-mile heats, and some of them were four-mile heats. The first race that she won was on the Beacon Course, N. J., June 22, 1838, and her last victory was at Union Course, Long Island, N. Y., July 5, 1852. This wonderful mare was bred by Leonard W. Lawrence, Smithtown, L. I., and foaled in 1833. Her sire was Engineer 2d, a son of Engineer by imported Messenger. The dam of Engineer 2d was raced successfully at the running gait. Her sire was Plato, a full brother of Bishop's Hambletonian, the best son of imported Messenger. The second dam of Engineer 2d was by Rainbow, a running-bred son of the famous imported Wildair. The dam of Lady Suffolk was by Don Quixote. His sire was Potomac, a thoroughbred son of imported Messenger, and his dam was a daughter of imported Messenger. This Don Quixote is registered in Vol. 1 of the American Trotting Register, where it is stated that he was by imported Messenger, and from a dam of unknown breeding, but this was discovered to be an error and was corrected in Vol. 3 of the American Trotting

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Register, where his breeding is given as above. The second dam of Lady Suffolk was by Rainbow, the running-bred son of imported Wildair that got the second dam of Engineer 2d, by which it will be seen that Lady Suffolk was strongly inbred to imported Messenger, and was also inbred to the imported Wildair strain. The get of imported Wildair was so highly esteemed in England that after the horse had been in this country a few years he was bought by an English breeder for stock purposes and taken back to his native land. He was a near descendant of Godolphin Arabian, Darley Arabian and Byerley Turk, the three horses to which the famous English thoroughbred race horse is most largely indebted for his speed and superior racing qualities. Wildair was by Cade, one of the most successful sons of Godolphin Arabian as a progenitor of race winners. The dam of Wildair was by Steady, a noted son of the renowned Flying Childers, the fastest runner in England in his day and a son of Darley Arabian. Wildair's third dam was by Croft's Partner, and he by Jigg, a son of Byerley Turk. Pick's description of this horse has already been stated. It is as follows: "Partner was a horse of great strength, fine shape and beauty. He was the best racer of his time at Newmarket. This most excellent horse was allowed to be as fine a stallion as any ever bred in this kingdom and not inferior to any foreign one."

Such was all that is known of the breeding of the renowned race winner and world's record-breaking trotter, Lady Suffolk (2.29 1-2). All of her ancestors whose breeding was known were from race-winning

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running stock, like those of Top Gallant, Screwdriver, Whalebone and Dutchman. Narragansett pacers were plentiful when the ancestors of these animals were bred, and there were undoubtedly some cart horses in this country at that time, but these noted animals so far as known did not inherit a cross from either of those sources.

FLORA TEMPLE. During the last year that Lady Suffolk (2.29 1-2) was raced another trotter that proved a worthy successor began her racing career. This was Flora Temple. She was raced successfully for twelve consecutive seasons, and lowered the world's champion trotting record to 2.19 3-4 in the third heat of a race that she won at Kalamazoo, Mich., October 15, 1859. Flora Temple won in all ninety-five races against the best trotters of her day. At Fashion Course, Long Island, July 25, 1861, she beat Ethan Allen and running mate in 2.21 1-4, 2.20 1-2, distancing the team in the second heat. This was her last victory, and a fitting climax to a most brilliant turf career. Flora Temple was bred by Samuel Welch of Oneida Co., N. Y., and foaled in 1845. It was stated at one time, and is still claimed by some, that her sire was One Eyed Kentucky Hunter, but Mr. Welch, who bred her, stated in a letter published in Wallace's Monthly of February, 1878, that her sire was Bogus Hunter. The latter was by Kentucky Hunter and he by Watkins Highlander, a son of the thoroughbred imported Brown Highlander. The dam of Kentucky Hunter was said to be a daughter of the noted four-mile race horse Sir Henry, by Sir Archy.

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Mr. Welch undoubtedly intended to state facts and believed sincerely that he was doing so when he made the statement above referred to, that Flora Temple was by Bogus Hunter. There is very strong evidence, however, to show that, owing to his advanced age and the long time that had elapsed after the incident had occurred, and before he made the statement to Mr. Wallace, that some important details connected with the event had escaped his memory. There is direct evidence to prove that Mr. Welch took the dam of Flora Temple to the home of Bogus Hunter and had her mated with that horse, but that she failed to conceive and was sent back by a boy. Bogus Hunter was so busy the day that she was returned that his stable mate, One Eyed Kentucky Hunter, was used instead. Both were by the same sire, but Bogus Hunter was considerably larger than One Eyed Kentucky Hunter. Flora Temple bore a much stronger resemblance in size to the latter than the former, and the evidence seems conclusive that One Eyed Kentucky Hunter was her sire.

The dam of Flora Temple was by a spotted horse that was claimed to be all Arabian or from Arabian stock, but we have never been able to learn his breeding. The second dam of Flora Temple was described by Mr. John L. Peck, who knew her well, as she was owned by his father. This Mr. Peck says she was a bay in color, with black points, low set and heavy, would weigh from ten hundred and fifty to ten hundred and seventy-five pounds, had a docked tail, and was a very smart animal, but he knew nothing of her origin or breeding. The above is all that the writer has ever

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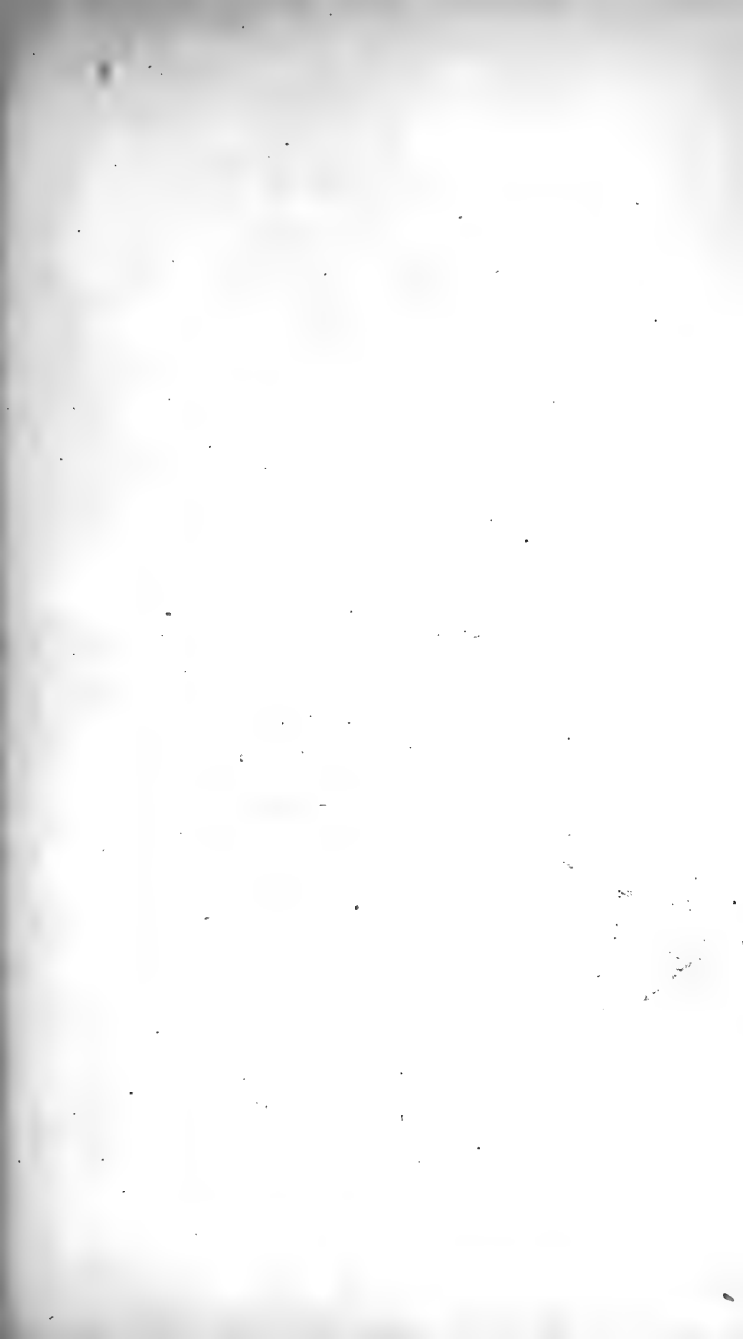
been able to learn of the most remarkable trotter of her day.

DEXTER. The first trotter to beat the record of Flora Temple was Dexter, by Rysdyk's Hambletonian. Dexter's best record was 2.17 1-4, but it is not improbable that it would have been considerably faster had the horse not passed to the ownership of Robert Bonner soon after his record of 2.17 1-4 was made. Mr. Bonner never raced his horses in public. He bought the fastest trotters that could be found, paid higher prices than any other gentleman of his time, and used them for his private driving. Dexter (2.17 1-4), as everyone knows, was by Rysdyk's Hambletonian, and his dam was by Seely's American Star. It was claimed at one time that the trotter Dexter was by Sayre's Harry Clay (2.29), but the only ground for that claim was the fact that he had four white feet and some white in his face. Years ago we wrote to Mr. Jonathan Hawkins, the breeder of Dexter, asking him if Clara, Dexter's dam, was mated with Sayre's Harry Clay the year before Dexter was foaled. He replied that she was *never* mated with that horse. Seely's American Star was raced when young at the running gait. He was afterwards trained to trot, and showed considerable speed at that way of going. He was undoubtedly by Stockholm's American Star, whose sire was Duroc and whose dam was closely inbred to the Messenger strain. The dam of Seely's American Star was by Sir Henry, a son of Sir Archy, and his second dam was a daughter of imported Messenger. This is all that is known of the breeding of Dexter. If there were any cold-blooded animals or

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any pacers among his ancestors they have never been discovered.

GOLDSMITH MAID. The first trotter to beat Dexter's 2.17 1-4 was the wonderful mare Goldsmith Maid, foaled in 1857, and she finally lowered the world's champion trotting record to 2.14 at Mystic Park, Medford, September 2, 1874, being then upwards of seventeen years old. She equalled this record, at Belmont Park, Philadelphia, June 23, 1876. She beat Rarus in a race at Chico, Cal., May 19, 1877, in straight heats, time 2.19 1-2, 2.14 1-2, 2.17, and was then upwards of twenty years old. Goldsmith Maid was bred by John B. Decker, Deckertown, N. J. Her sire was Alexander's Abdallah, by Rysdyk's Hambletonian. Her dam was by old Abdallah, the sire of Rysdyk's Hambletonian, and her second dam was raced at four-mile heats at the running gait, but nothing is known of her breeding. Judging from the fact that she was a runner and was good enough to race at that gait, it is reasonable to believe that she was not from cold-blooded ancestors. The dam of Alexander's Abdallah was said to be by Bay Roman, a son of imported Roman. This has been questioned, and an effort was made some years ago to trace her breeding, but the parties knowing to the facts were either dead or so scattered that they could not be found, and the effort failed. No evidence has ever been presented to prove that any of the ancestors of Goldsmith Maid were from cold-blooded or from pacing stock, and no such claim has ever been made to the knowledge of the writer.





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PALO ALTO

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RARUS. On August 3, 1878, at Buffalo, N. Y., the world's champion trotting record was lowered to 2.13 1-4 by Rarus. The sire of Rarus was Conklin's Abdallah, and he was claimed to be a son of old Abdallah. There is little doubt that such was the case, though, so far as known, his breeder has never been reached. The dam of Rarus was Nancy Awful by Smith Burr's Napoleon. The latter was an inbred Messenger. The second dam of Rarus was Lady Hunter by Vermont Black Hawk. There are no cold crosses or pacing crosses in the dam of Rarus so far as known, though the Register erroneously gives the dam of Vermont Black Hawk as a pacer. The author of the Register was unconsciously led into this error by someone who in attempting to trace the dam of Vermont Black Hawk got on the trail of the wrong animal.

ST. JULIEN. The 2.13 1-4 of Rarus stood as the world's champion trotting record till October 25, 1879, when St. Julien reduced it to 2.12 3-4 at Oakland, Cal. He afterwards reduced it to 2.11 1-4 at Hartford, Conn., August 27, 1880. St. Julien was foaled in 1869. His sire was Volunteer. The latter was by Rysdyk's Hambletonian and his dam was Lady Patriot, by Young Patriot, whose sire was Patriot, a son of the thoroughbred Blucher, by Duroc. The second dam of Volunteer was the Lewis Hulse mare. Nothing is known of her breeding, but she was a fast runner and also a fast trotter. It has been stated upon good authority that the owner of the Lewis Hulse mare issued a standing challenge to run or trot her against anything that could be led into that county. The dam

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of St. Julien was Flora by Sayre's Harry Clay (2.29) ; second dam by Napoleon, a son of imported Napoleon and third dam by Cox's imported Arabian. The ancestors of St. Julien so far as known were all from the best of racing stock.

JAY-EYE-SEE. The first trotter to take so fast a record as 2.10 was Jay-Eye-See. He trotted to this record at Narragansett Park, Providence, R. I., August 1, 1884. Jay-Eye-See (2.10) was foaled in 1878. His sire was Dictator, a full brother of the renowned Dexter (2.17 1-4), being by Rysdyk's Hambletonian and from the great brood mare Clara, by Seely's American Star. The dam of Jay-Eye-See was Midnight, by Pilot, Jr., whose breeding has already been given. Jay-Eye-See's second dam was Twilight, a running-bred daughter of the great four-mile race horse Lexington, by Boston. The third dam of Jay-Eye-See was Daylight, by imported Glencoe; fourth dam Dark-ness, by Wagner, a four-mile race record breaker in his day, whose sire was Sir Charles, by Sir Archy, and whose dam, Maria West, was by Marion, another son of Sir Archy. The fifth dam of Jay-Eye-See was Lady Gray, by Sir Richard Tonson; sixth dam Lucy Clark, by Tennessee Oscar, a son of Wonder, by imported Diomed; seventh dam by imported Knowlesly, and eighth dam by imported Diomed. The dam of Pilot, Jr., sire of Jay-Eye-See's dam, was by a running-bred son of Sir Archy, and all the dams beyond that were from the best of running-bred stock on both sides.

MAUD S. The first trotter to beat the record of Jay-Eye-See (2.10) was Maud S., and she finally lowered the world's champion trotting record to 2.08 3-4. This

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was at Cleveland, O., July 30, 1885. Maud S. was by Harold, whose sire was the renowned Rysdyk's Hambletonian and whose dam was by old Abdallah, the sire of Rysdyk's Hambletonian. The blood lines of the dam of Maud S. were quite similar to those of the dam of Jay-Eye-See. Her dam was Miss Russell, by Pilot, Jr.; second dam Sally Russell, by Boston; third dam Maria Russell, by Thornton's Rattler, a son of Sir Archy; fourth dam Miss Shepherd, by Stockholder, a son of Sir Archy; fifth dam Miranda, by Topgallant, son of imported Diomed; sixth dam a daughter of imported Diomed and seventh dam by imported Medley. With the exception of old pacing Pilot, sire of Pilot, Jr., all of the ancestors of the dam of Maud S., so far as known, were from the best of running race horse stock.

SUNOL. The next trotting record breaker was Sunol, foaled in 1886. She lowered the world's champion trotting record to 2.08 1-4 at Stockton, Cal., October 20, 1891. Sunol was by Electioneer, whose sire was Rysdyk's Hambletonian, and whose dam, the famous Green Mountain Maid, was by Sayre's Harry Clay (2.29). The second dam of Electioneer was Shanghai Mary, whose sire was undoubtedly Iron's Cadmus, and whose dam was running bred. The dam of Sunol was Waxana, by the fast trotting stallion Gen. Benton. Sunol's second dam was Waxy, a running-bred daughter of the renowned four-mile record breaker Lexington, by Boston; third dam Keenon Mare, by Brawler's Eclipse, son of American Eclipse; fourth dam Mary Streshly by John Henry, a son of Muckle John, by Sir Archy; and fifth dam Mary Hunter, by

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Harris' Paragon. It will be observed that the breeding of Sunol was quite similar on both sides to that of Maud S. (2.08 3-4) and Jay-Eye-See (2.10).

NANCY HANKS. The record of Sunol (2.08 1-4) stood as the best ever made by a trotter till August 17, 1892, when Nancy Hanks, foaled in 1886, hitched to a bicycle sulky, reduced it to 2.07 1-4, and finally, at Terre Haute, Ind., September 28, 1892, lowered it to 2.04. Nancy Hanks was by Happy Medium (2.32 1-2), whose sire was Rysdyk's Hambletonian, and whose dam was the noted trotter Princess (2.30), that forced Flora Temple to her record of 2.19 3-4. Princess was by Andrus' Hambletonian, whose sire, Judson's Hambletonian, was by Bishop's Hambletonian, a running-bred son of imported Messenger. The dams of both Judson's and Andrus' Hambletonian were by a descendant of imported Magnum Bonum, a horse strongly inbred to the renowned Godolphin Arabian. Princess' dam was by Burdick's Engineer, a son of Engineer, by imported Messenger. The dam of Nancy Hanks (2.04) was Nancy Lee. Her sire was Dictator, the full brother of Dexter (2.17 1-4), whose breeding has already been given. The second dam of Nancy Hanks was Sophy, by Alexander's Edwin Forrest, a horse inbred to Watkins' Highlander, a son of the running-bred imported Brown Highlander; third dam by Parker's Brown Pilot, whose sire was Brutus, and whose dam was by Cherokee, a thoroughbred son of Sir Archy. Brutus was by the Canadian pacer Old Copperbottom, and his dam was by the thoroughbred Robin Grey. Nancy Hanks' fourth dam was by Bertrand, a thoroughbred son of Sir Archy. Nancy

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Hanks is quite close inbred to the renowned Rysdyk's Hambletonian, himself a strongly inbred Messenger. Princess, the dam of her sire, was inbred to the Messenger strain. Nancy Hanks got a remote pacing cross through old Copperbottom, and considerable of the running element all along the line.

ALIX. The record of Nancy Hanks (2.04) stood as the best for trotters until September 19, 1894, when Alix, then six years old, reduced it to 2.03 3-4, at Galesburg, Ill. Alix was got by Patronage, a son of Pancoast (2.21 3-4), and he a son of Woodford Mambrino (2.21 1-2), the fastest son of Mambrino Chief. The dam of Woodford Mambrino was by Woodford, a running-bred son of Kosciusko, by Sir Archy. Pancoast's dam was the great brood mare Bicara (dam of six trotters in the list), by Harold, son of Rysdyk's Hambletonian; second dam Belle (dam of McCurdy's Hambletonian, 2.26 1-2, Alexander's Belmont, 64, etc.), by Mambrino Chief; and third dam by Brown's Bellfounder, whose sire was the Norfolk trotter imported Bellfounder, and whose dam, Lady Allport, was very closely inbred to imported Messenger. She was by Mambrino, the running-bred son of imported Messenger that got Abdallah. Her dam was by Tippoo Saib, another running-bred son of imported Messenger, and her second dam was a daughter of imported Messenger. The dam of Patronage, sire of Alix (2.03 3-4), was Beatrice by Cuyler, a son of Rysdyk's Hambletonian. Beatrice was a full sister of Elvira, that reduced the world's champion four-year-old trotting record to 2.18 1-2. The second dam of Patronage was Mary Mambrino, by Herr's Mambrino Patchen; third

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dam Belle Wagner, by Embry's Wagner, a thoroughbred son of the old four-mile race record breaker Wagner; fourth dam Lady Bell, by Bellfounder, Jr., a son of imported Bellfounder; fifth dam Multiflora, a thoroughbred daughter of Monmouth Eclipse, by American Eclipse; and sixth dam by Kosciusko, the son of Sir Archy that got the thoroughbred Woodford, sire of the great brood mare Woodbine, that produced Wedgewood (2.19) and Woodford Mambrino (2.21 1-2).

The dam of Alix (2.03 3-4) was Atlanta. Her sire, Attorney, was by Harold, the son of Rysdyk's Hambletonian that got the old-time champion Maud S. (2.08 3-4). The dam of Attorney was Maud (dam of *King Jim*, 2.20 1-2), by Alexander's Abdallah; second dam the Robert Bruce mare, a thoroughbred daughter of Robert Bruce; third dam by Muckle John, by Sir Archy. Robert Bruce was by Clinton, a son of Sir Charles by Sir Archy, and his dam was by Sir Archy. The second dam of Alix was Flirt, by Gen. Hatch, and he was by Strader's Cassius M. Clay, Jr. (22). His dam was by imported Envoy, and his second dam was by imported Tranby. Alix's third dam was the great brood mare Dolly, by Iowa, a thoroughbred son of imported Glencoe. The dam of Iowa was Maria Pearce, by Veto, a son of Sir Archy; second dam Mary Stuart, by John Richards, another son of Sir Archy; third dam by Ogle's Oscar and fourth dam by imported Messenger. The fourth dam of Alix (2.03 3-4) was Dolly Aldrich. She probably originated in Ohio, the State that produced Shanghai Mary, dam of the famous Green Mountain Maid. The noted old-time pacing champion *Pocahontas* (2.17 1-2) was also bred

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in Ohio. Whether Dolly Aldrich came from the same stock as Shanghai Mary and *Pocahontas* is not known, as her breeding has never been made public. Alix (2.03 3-4) was a very high-class race mare, as well as a world's champion trotting record breaker, and her pedigree is of unusual interest to all breeders of trotting stock.

THE ABBOT. The Abbot, foaled in 1893, reduced the world's champion trotting record to 2.03 1-4, at Terre Haute, Ind., September 25, 1900. He was got by Chimes (2.30 3-4), whose sire was Electioneer, and whose dam was the famous brood mare Beautiful Bells (2.29 1-2); second dam the great brood mare Minnehaha, by Stevens' Bald Chief; third dam Nettie Clay by Strader's Cassius M. Clay, Jr., 22, and fourth dam by old Abdallah. Beautiful Bells was by The Moor (2.37), whose sire was Clay Pilot and whose dam was the thoroughbred Belle of Wabash, trotting record 2.40.

The Abbot's dam was Nettie King (2.20 1-4), by Mambrino King, whose sire was Herr's Mambrino Patchen and whose dam was by Alexander's Edwin Forrest from a running-bred daughter of Birmingham, a thoroughbred son of Stockholder, by Sir Archy. The second dam of The Abbot (2.03 1-4) was Nettie Murphy, by Hamlin Patchen, whose sire, the famous George M. Patchen (2.23 1-2), was by Cassius M. Clay, a son of old Henry Clay, and whose dam was by Head'em, a thoroughbred son of imported Trustee. The dam of Head'em was Itasca. Her sire was the renowned four-mile race winner American Eclipse, and her dam was Betsey Ransom, a highly distinguished daughter of Virginian, by Sir Archy. The third dam

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of The Abbot (2.03 1-4) was by a son of the running-bred Kentucky Whip. It appears from the above that Nettie King (2.20 1-2), dam of The Abbot (2.03 1-4), inherited a large amount of the race winning running element. The Abbot (2.03 1-4) was a very successful campaigner in the Grand Circuit as well as a world's champion trotter.

CRESCEUS. Next in order of the world's champion trotting record breakers is Cresceus, foaled in 1894, that trotted to a record of 2.02 1-4 at Columbus, O., August 2, 1901. Cresceus (2.02 1-4) was by Robert McGregor (2.17 1-2), whose sire was Maj. Edsall (2.29), a son of Alexander's Abdallah. The dam of Robert McGregor was Nancy Whitman, by Seely's American Star, and his second dam was by Young Messenger Duroc, a son of Lawrence's Messenger Duroc, he by Sir Archy Duroc, a son of the thoroughbred Duroc, by imported Diomed. The dam of Cresceus was the great brood mare Mabel, that also produced Nightingale (2.10 1-2), etc. Mabel was by Mambrino Howard, whose sire was Mambrino Chief and whose dam was by a horse called Davy Crockett (Scrugg's), whose breeding we have never been able to learn. His name does not appear in the Year Book either as a standard performer or a sire of such. The second dam of Cresceus (2.02 1-4) was by Allie West (2.25) that died when but six years old. He was a well-bred and very promising son of Almont by Alexander's Abdallah. The third dam of Cresceus was by Victor, a son of Downing's Bay Messenger. The latter was by Harpinus, a son of the running-bred Bishop's Hambletonian, by imported Messenger. The

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fourth dam of Cresceus was by Crusader, a thoroughbred son of the famous Sir Archy. Cresceus (2.02 1-4) was as greatly noted for gameness and endurance as for speed. He has the distinction of being the only stallion whose name appears in the table of world's champion trotters.

LOU DILLON. The trotting record was reduced to 2.00 by Lou Dillon at Readville, Mass., August 24, 1903, and at Memphis, Tenn., October 24, 1903, she lowered it to 1.58 1-2, where it now stands. In these performances Lou Dillon was preceded by a running horse that pulled a cart with a dirt shield suspended between the wheels and below the axle. She trotted a mile at Memphis in 2.01 in 1904 without a pacemaker in front. Lou Dillon was foaled in 1898. Her sire, Sidney Dillon, was by *Sidney* (2.19 3-4), a son of Santa Claus (2.17 1-2), and from the great brood mare Venus, whose sire was a son of the thoroughbred Williamson's Belmont. The dam of *Sidney* (2.19 3-4) was Sweetness (2.21 1-4) by Volunteer, son of Rysdyk's Hambletonian; his second dam was by Edward Everett, a son of Rysdyk's Hambletonian, and his third dam by Sayre's Harry Clay (2.29). Santa Claus (2.17 1-2) was by Strathmore, a son of Rysdyk's Hambletonian. His dam was Lady Thorn, Jr., by William's Mambrino; second dam Kate by Highland Chief, son of Mambrino Chief; third dam by Magowan's Halcorn, a son of Peter's Halcorn, whose sire was Halcorn, a thoroughbred son of Virginian by Sir Archy. The fourth dam of Santa Claus was by Cockrell's Highlander, whose sire was Scott's Highlander, a son of Hunt's Brown Highlander, and he

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by Sir Patrick Highlander, a running-bred son of imported Brown Highlander. William's Mambrino, sire of the dam of Santa Claus, was by Ericsson (2.30 1-2), a son of Mambrino Chief; dam by Aratus, son of Director by Sir Archy; second dam by Timoleon, a son of Sir Archy that got the famous race horse Boston, sire of the second dam of Maud S. (2.08 3-4). The dam of Lou Dillon (1.58 1-2) is the great brood mare, Lou Milton, by Milton Medium (2.25 1-2), whose sire was Happy Medium (2.32 1-2) by Rysdyk's Hambletonian, and whose dam was by Sackett's Hambletonian, another son of Rysdyk's Hambletonian. The breeding of the second dam of Lou Dillon (1.58 1-2) has not yet been fully established and the breeding of the second dam of her sire, Sidney Dillon, is as yet unknown.

One remarkable fact in the breeding of all the above mentioned record breakers, from Dexter (2.17 1-4) to Lou Dillon (1.58 1-2), stands out so prominently that it must impress itself upon the minds of all unprejudiced students of the breeding problem. It is that, with the exception of Rarus (2.13 1-4), every one of them has inherited the blood of Rysdyk's Hambletonian, and all except Alix (2.03 3-4) trace directly to that most renowned trotting progenitor in the paternal line. Another important fact is that in Alix (2.03 3-4), The Abbot (2.03 1-4), Cresceus (2.02 1-4) and Lou Dillon (1.58 1-2), the Hambletonian strain is combined with that of Mambrino Chief. There are also from one to several strains of the famous Sir Archy in nearly all of them.

CHAPTER XII.

THE WINNING COMBINATION.

Rysdyk's Hambletonian possessed both trotting instinct and speed ability. He was a natural trotter and fast for his day. It is useless for anyone to attempt to deny that fact, for there are excellent judges of horse stock now living who knew the horse, rode after him and can testify to it. Mambrino Chief, too, was one of the fastest trotting stallions of his day. Both of them got trotters that were much faster than themselves, and also got stallions that were more successful than themselves as sires and perpetuators of uniform and extreme speed. The fastest trotter got by Rysdyk's Hambletonian was Dexter (2.17 1-4), whose dam was by Seely's American Star, a horse whose ancestors, so far as known, were running bred. The two fastest trotting stallions got by Rysdyk's Hambletonian were Jay Gould (2.21 1-2) and Artillery (2.21 1-2), whose dams were both by Seely's American Star. The Hambletonian-American Star combination is found in the pedigrees of a number of record-breaking trotters, among which are Dexter (2.17 1-4), Jay-Eye-See (2.10), Directum (2.05 1-4), Nancy Hanks (2.04) and Cresceus (2.02 1-4).

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The fastest of the get of Mambrino Chief was Lady Thorn (2.18 1-4). Her dam, the Rodes mare, was bred in lines that so far as known were almost identical with those of Seely's American Star. The most successful sire and perpetuator of trotting speed of all the sons of Mambrino Chief was Herr's Mambrino Patchen, a full brother of Lady Thorn (2.18 1-4). The most renowned son of Mambrino Patchen as a sire was Mambrino King, whose dam was by Alexander's Edwin Forrest, and whose second dam was a running-bred daughter of Birmingham by Stockholder, a son of Sir Archy. Now it is a singular coincidence that the second dam of Mambrino King traces through short and direct lines to the same source as that from which came both Seely's American Star and the Rodes mare, dam of Mambrino Patchen.

The daughters of Seely's American Star were more successful as producers of trotting speed than those of any other stallion of his time. The same is also true of the daughters of Mambrino Patchen. That daughter of Mambrino Patchen which has proved most successful as a perpetuator both of uniform and extreme trotting speed is Alma Mater. The dam of Alma Mater was Estella, a thoroughbred daughter of imported Australian; second dam Fanny G., by imported Margrave; third dam Miss Lances by Lance, a son of American Eclipse; and fourth dam by Aratus, son of Director, by Sir Archy. The pedigree of the third dam of Alma Mater presents a combination of blood lines very similar to that which produced Gano, sire of the dam of Mambrino Patchen.

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The above facts are familiar to all who have studied the Year Book, the Trotting Register and Bruce's American Stud Book. The most famous son of Rysdyk's Hambletonian as a progenitor of light harness speed was George Wilkes (2.22). The two grand sons of George Wilkes that outrank all others as sires of standard speed are Allerton (2.09 1-4), foaled in 1886, and now the sire of one hundred and thirty-six that have made records in standard time; and Ashland Wilkes (2.17 1-4), foaled in 1882, and now credited with ninety-six standard performers. Allerton (2.09 1-4) is inbred to George Wilkes. He was got by Jay Bird (2.31 3-4), whose sire was George Wilkes, and whose dam was by Mambrino Star (2.28 1-2), son of Mambrino Chief, his second dam being the trotting mare Lady Franklin (2.29 3-4), by Esty's Black Hawk, a son of Vermont Black Hawk. The dam of Allerton, Gussie Wilkes, was by Mambrino Boy (2.26 1-2); his second dam, Nora Wilkes, was by George Wilkes; third dam by the English thoroughbred imported Consternation, and fourth dam by Downing's Bay Messenger. Mambrino Boy (2.26 1-2), that got the dam of Allerton (2.09 1-4), was by Mambrino Patchen, whose dam was by the thoroughbred Gano, and second dam by a son of Sir William of Transport by Sir Archy. The dam of Mambrino Boy (2.26 1-2) was Roving Nelly, a daughter of Strader's Cassius M. Clay, Jr.; second dam by Berthune, a thoroughbred son of Virginian, by Sir Archy; and third dam by Thornton's Rattler, by Sir Archy.

Ashland Wilkes (2.17 1-4) was by Red Wilkes, whose sire was George Wilkes, and whose dam, Queen Dido,

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was by Mambrino Chief. The second dam of Red Wilkes was by Red Jacket, whose sire was the closely inbred Morgan Billy Root, also known as Comet. The dam of Red Jacket was by Sherman Morgan, a son of Justin Morgan. The third dam of Red Wilkes was probably thoroughbred. It was so claimed as stated in Gen. W. T. Withers' Fairlawn catalogue, and never disputed by those who knew her, to our knowledge. The dam of Ashland Wilkes was Daisy B., by Administrator (2.29 1-2); second dam by the English thoroughbred imported Knight of St. George; third dam by Pilot, Jr., and fourth dam by Woodpecker, a thoroughbred son of Bertrand by Sir Archy.

Both of the above stallions were strongly bred in Hambletonian, Mambrino Chief and Morgan lines, but both inherited a large share of the thoroughbred element other than that which they derived from Rysdyk's Hambletonian and Mambrino Chief. Many other grandsons of George Wilkes were more strongly bred in trotting lines and inherited much less of the running element than Allerton (2.09 1-4) and Ashland Wilkes (2.17 1-4), yet these two outrank all the other grandsons of that famous speed progenitor as sires and perpetuators both of uniform and extreme speed.

Electioneer is credited with a greater number of standard performers than any other son of Rysdyk's Hambletonian. He is credited on the books of the National and American Trotting Associations with one hundred and sixty-five trotters and two pacers, a total of one hundred and sixty-seven that made records in conformity with their rules in standard time. A few of these records were rejected by the Register

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Association, and the Year Book credits Electioneer with but one hundred and fifty-eight trotters and two pacers. The dam of Electioneer, as is well known, was Green Mountain Maid by Sayre's Harry Clay (2.29); second dam Shanghai Mary, whose sire, undoubtedly, was Iron's Cadmus, her dam being running bred.

The three sons of Electioneer that have sired the greatest number of standard performers are Sphinx (2.20 1-2), Norval (2.14 3-4) and Chimes (2.30 3-4). Sphinx is now credited with sixty-two trotters and thirty-four pacers that have made standard records, a total of ninety-six. The dam of Sphinx was the great brood mare Sprite by Alexander's Belmont; second dam, the famous great brood mare Waterwitch, by Pilot, Jr.; third dam, Fanny Fern, by Kinkead's St. Lawrence; and fourth dam, Brenda, by a thoroughbred colt, believed to be Oliver, a son of the great four-mile race record-breaker Wagner, inbred to Sir Archy.

Norval (2.14 3-4) is now credited with sixty-five trotters and nineteen pacers in the standard list, a total of eighty-four. The number of his trotters that have made records of 2.30 or better is greater than that got by any other son of Electioneer. The dam of Norval was Norma, by Alexander's Norman, 25; second dam by Todhunter's Sir Wallace; third dam Eagletta, a thoroughbred daughter of the renowned Kentucky-bred four-mile thoroughbred race horse Grey Eagle, by Woodpecker, a son of Bertrand by Sir Archy. Todhunter's Sir Wallace, sire of the second dam of Norval, was by the thoroughbred Sir Albert, a son of Thornton's Rattler by Sir Archy.

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Chimes is now the sire of fifty-two trotters and twenty-nine pacers that have made standard records, and eight of them are in the 2.10 list. No other son of Electioneer has ever had as good opportunities as Chimes, both as regards the breeding of the mares mated with him and the development of his get by a trainer—E. F. Geers, who probably has no superior as a developer of speed and a race driver,—and no other son can compare with him as a sire of extreme speed. Three of the get of Chimes are trotters with records of 2.06 or better. The fastest of these is the world's ex-champion trotter, The Abbot (2.03 1-4), whose dam, Nettie King (2.20 1-4), as has already been stated, was very highly bred, being by Mambrino King and from a daughter of Hamlin Patchen. His next dam was by a son of the running-bred Kentucky Whip. The next fastest of the get of Chimes is The Monk (2.05 3-4), whose dam, Goldfinch, is by Mambrino King; second dam by Hamlin Patchen; third dam by Dorsey's Old Golddust, and fourth dam by imported Glencoe. Fantasy (2.06) is the next fastest of the trotters got by Chimes, and her mile in 2.08 3-4 as a three-year-old still stands as the world's champion record for three-year-old trotters. Homora, the dam of Fantasy, was by Almonarch (2.24 3-4), whose sire was Almont, by Alexander's Abdallah, and whose dam was Hi, a thoroughbred daughter of Asteroid, he by the renowned Lexington and from a daughter of imported Glencoe. The second dam of Fantasy (2.06) was by Hamlin's Almont, Jr. (2.26), whose sire was Almont and whose dam was by Blood's Black Hawk,



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his second dam being by the registered thoroughbred Boner's Saxe Weimer, by Saxe Weimer, a son of Sir Archy.

The four most successful grandsons of Alexander's Abdallah as sires of speed are Nutwood (2.18 3-4), Robert McGregor (2.17 1-2), Altamont (2.26 3-4) and Hamlin's Almont, Jr. (2.26). The dams of all four of these were from mares whose sires were bred in running lines. The blood lines of all four of the above except Altamont have already been given. Altamont was by Almont, 33. His dam was Sue Ford by Brown Chief, a son of Mambrino Chief, 11; second dam by the thoroughbred imported Hooten; third dam by Bertrand, thoroughbred son of Sir Archy, and fourth dam by imported Buzzard. Altamont made his record, 2.26 3-4, to wagon. His get that have made standard records include thirty trotters and twenty pacers, and seven of them made records from 2.04 1-4 to 2.09 3-4.

The two most prominent grandsons in the paternal line of Dictator (sire of Jay-Eye-See, 2.10) as sires are *Direct* (2.05 1-2) and *Directum* (2.05 1-4). The second dam of *Direct* was by Jack Hawkins, a thoroughbred son of Boston, and the dam of *Directum* was by Venture (2.27 1-4), a running-bred horse that was got by Williamson's Belmont, a son of American Boy, and whose dam was by American Boy, Jr., another son of American Boy.

Now from what source, or from which of their ancestors, is it probable that all the noted animals above named, derived their speed capacity and their ability to perpetuate the same that made them superior to all

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others got by the same sires? Was it from those that had been bred by careful selections for many generations expressly for extreme speed and the best of other racing qualities, or was it from such of their ancestors, if they had any, as were not bred in racing lines and were never distinguished as winners? There are the facts; now what is the logical conclusion to be derived from them? Is it probable that the improvement which has been made in trotting speed from the earliest times to the present is due wholly to the intensifying of the instinct or inclination to stick to the trotting gait, that has resulted from education, and by breeding from animals whose ancestors for many generations in every direction have been trained at the trotting gait? Is it not more probable that they inherited from some ancestors not noted for trotting instinct a greater amount of some quality or qualities upon which speed and race winning ability depends, than was possessed by their trotting ancestors? Perhaps no one may be able to explain to the satisfaction of all *why* this is so, but that it *is* so every one can see for himself.

CHAPTER XIII.

THE THOROUGHBRED ELEMENT.

Though it may appear incredible to some that a horse whose ancestors have been bred for centuries to run, and have been raced successfully at that gait, can transmit any quality that will improve the speed and other race-winning, record-breaking abilities of a trotter, yet it cannot be denied, without misstating facts, that nearly all the famous trotters whose breeding is known which have held world's champion trotting records, from Dexter (2.17 1-4) to Lou Dillon (1.58 1-2), have inherited a greater share of the thoroughbred than of any other known element.

It has already been learned from the Year Book and Trotting Register that the sires, in the Hambletonian, Mambrino Chief and Clay families, which have proved most successful as perpetuators of uniform, standard speed, also show quite close thoroughbred crosses in their pedigrees, as does also Sidney Dillon, sire of the present world's champion trotter, Lou Dillon (1.58 1-2), and several others of extreme speed.

The eminent author, Herbert Spencer, once remarked of a certain matter, "It seems difficult to conceive that

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this can be so, but we see that it *is* so." This remark applies to the thoroughbred cross close up in so many of the fastest American trotters, the most successful sires and such famous producing dams as Alma Mater, Miss Russell, Midnight, old Dolly, Nell, Dame Winnie, etc. It is probable that if horsemen generally possessed a more thorough knowledge of the subject of heredity, the mystery would appear to them less difficult of solution. A little reflection must convince everyone that race-winning, record-breaking runners and race-winning, record-breaking trotters must and do possess several qualities in common. Some of them are speed ability, endurance and courage, or a disposition to win, to beat an opponent in a contest, or die in the attempt. These are inherited qualities that are transmitted from parent to offspring.

The ability to go fast at any gait depends largely upon the attribute that is known generally to horsemen as nerve force. Some of the most eminent writers on the breeding of trotting stock have failed to call attention to this fact. The late John H. Wallace devoted columns of space in Wallace's Monthly to "instinct," the inclination to stick to the trotting gait, but not a single column, and so far as the writer can remember, not even a single paragraph, to this most important of all speed qualities—nerve force. The late Dr. Elwood Harvey was the first author who explained the nature and working of this important quality in a chapter of the work entitled "Every Horse Owner's Cyclopedia." His remarks on this subject are worthy of careful study by every practical

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breeder of trotting stock and every student of the trotting problem. We quote from the above work as follows:

A horse may be lazy and yet trot fast when called on; or he may be very spirited, always willing to do his best, and not be able to trot in four minutes. A very strong horse that can trot off with a loaded market wagon behind him at a good gait, and keep it up for miles, may not be a fast trotter at any weight. Or a horse may have most excellent bottom—may take two men in a wagon over common roads sixty miles a day, and repeat it every day in the week; or he may be good for ten miles an hour under the same circumstances, and not be able to trot a single mile in four minutes.

Speed, then, does not depend entirely on the form, nor on the way of going, nor on the strength, nor on the spirit of a horse. The value of a fast trotter may depend greatly upon these qualities, but not his speed. Any form, and any style of going, may do, if he can step fast enough; and the power to step fast does not depend on form, spirit, strength, nor stamina—though all of these do modify the manifestation of that power upon which speed does depend.

Let us now consider the essential element of speed at any gait, whether it be running, pacing or trotting. All the movement is effected by the contraction of those masses of lean meat called muscles. The muscles of voluntary motion are each attached to two bones by its two extremities, and the bones being attached to each other by a movable joint when the muscle contracts one or both of the bones must move; and, of course, the rapidity of the movement depends on the rapidity of the contraction. An animal wills the movement of a limb; that will, which originates in the brain, is transmitted through nerves to the muscles; they contract and the limb moves.

It would seem, then, that if a horse desired to go fast, and his muscles were large enough, and his joints supple, he must needs do so whenever he tries; for if the muscles obey the will, and the will is that they shall contract quickly, the

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whole thing would be accomplished. Speed would then depend on the size of the muscles, and the willingness of the horse to contract them rapidly. But the facts are clearly against such a theory; for all have noticed that a highly spirited horse that is very strong to pull a load may not be able to go fast in any gait.

The truth is that all power to move lies not in the brain which is the seat of the will, nor in the muscles which are the place of the movement, but between the two, in the spinal cord, which is the centre of the nervous system, and the generator of the power. The spinal cord lies in the back bone, filling the canal or hole that extends through its whole length, and giving off nerves from every part of it that go to all parts of the body. It is connected to the brain, and appears like a prolongation of it from the cavity of the skull along the cavity of the spine; but the rational view of the spinal cord, and the one that is sustained by comparative anatomy, is that which considers it the centre of the nervous system; the brain being an extension of it in one direction, and the nerves an extension of it in another direction, the whole constituting the nervous system.

The brain is the seat of all mental manifestations—of thought, memory, love, fear, emulation, courage, etc. The disposition and character depend upon the brain, but it is not necessary to animal life. The nerves extend to every part of the body; some of them convey sensations to the brain, as of heat, or cold, or pain; others of them go to the muscles, and convey to them the power that is generated in the spinal cord by which they contract. The will to move is conceived in the brain, and goes to the spinal cord, which then generates the power to move. The power, which for convenience of language we will call nerve force, is sent through the nerves and expended in the muscles, effecting their contraction and a consequent movement of the bones to which they are attached.

The brain may be compared to a telegraph operator, the spinal cord to his galvanic battery, and the nerves to the wires. A chicken with its head off kicks and flutters with

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strength enough to fly over a barn, or to run around it. The spinal cord generates the power for a short time, and would do so longer but for the loss of blood; but the brain, that gives intelligent direction to the power, is not there. The battery is sending its electricity along the wires without the control of the operator.

If enough of the nerve force is sent to the muscles to move the body a mile in six minutes, it is six minutes in being generated. If the same amount of nerve force can be generated and sent to the muscles in three minutes, we might suppose that the body would be moved the same distance in three minutes; and herein would appear to lie all the difference of speed. But the amount of force generated by the nervous centre, and expended by the muscles, in a given time, does not exactly explain the difference of speed. One horse may expend as much nerve force in pulling a load a quarter of a mile in three minutes as another does in trotting a whole mile in the same time, and yet not be able to trot a mile in four minutes. The speed depends on the ability of the spinal cord to generate and send to the different sets of muscles concerned in locomotion, the required amounts of nerve force in a quick succession of discharges, and on the capability of the nerves to transmit it to the muscles in large quantity in a short time.

The difference between trotting fast and drawing a heavy load is not in the amount of force used, but in the manner of using it. In one case, the nerve force is sent to a muscle during the whole time of taking a slow step with a heavy load; and in the other, it is all expended in an instant, causing the muscle to contract quickly, and thereby projecting the horse rapidly forward—the acquired momentum continuing after the muscle ceases to contract. It is like driving a nail by a succession of blows, that could not be moved by the same aggregate amount of pressure diffused and continued over the whole time of driving.

The essential quality of speed, at any gait, is therefore a certain organization of the nervous system, and this is the one thing needful in every case. This is what we breed for when we breed for speed.

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Nerve force is an inherited quality. The more of it that an animal possesses the greater will be his or her speed ability. It was the larger amount of nerve force and the unusual capacity for generating it rapidly and applying it quickly that made Flying Childers and Eclipse the fastest horses of their day in England, and Sir Archy, Wagner, American Eclipse, Boston and Lexington the fastest runners and most successful race horses of their days in America. It was this same quality that enabled Flora Temple (2.19 3-4), Dexter (2.17 1-4), Goldsmith Maid (2.14), Rarus (2.13 1-4), St. Julien (2.11 1-4), Jay-Eye-See (2.10), Maud S. (2.08 3-4), Nancy Hanks (2.04), Alix (2.03 3-4), The Abbot (2.03 1-4), Cresceus (2.02 1-4) and Lou Dillon (1.58 1-2) to become world's record-breaking trotters. These wonderful record-breakers must have inherited the valuable quality or qualities that enabled them to perform these remarkable feats from some thoroughbred ancestor or ancestors, near or remote, that possessed speed ability. It would be as unreasonable to suppose that these qualities were inherited from cold-blooded ancestors destitute of speed as it would be to attempt to heat a house by filling the fire-box of the coal furnace with ice or cobblestones instead of coal.

The qualities necessary to enable a trotter or pacer to become a noted race winner and world's record-breaker are precisely the same that are required in a thoroughbred runner in order to enable him to become a noted race winner and world's record-breaker. Such animals differ in no material respect except gait. Now gait, or the habit of action, is more easily modified by





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education and training than either nerve force and endurance, which are physical qualities, or courage, which is a mental one. Any competent authority on heredity or any one familiar with the subject knows this to be a fact. So does every intelligent, experienced horseman who is capable of reasoning from cause to effect.

Horses were bred for racing purposes and were raced at the running gait for centuries before the breed now known as thoroughbred race horses was established. The qualities which now distinguish the noted race winners were undoubtedly improved during all those centuries by a careful selection of the most successful winners for breeding purposes. These valuable qualities—speed, courage and endurance—have been greatly improved since the thoroughbred came into existence and records have been carefully kept, because the greatest care has been used in the selection and mating of them. The turf registers have shown to all who were interested in the subject what horses were most successful as winners, and the Stud Book has shown the blood lines of the winners just as the Year Book and Trotting Register have shown the most successful trotters and their blood lines. Now as running race horses have been bred a longer time than those of any other gait for the highest rate of speed, most noted courage and greatest endurance, and with the greatest care to avoid the admixture of any element detrimental to these most important race-winning qualities, any one capable of reasoning can see that the *best thoroughbreds* of the present time must necessarily possess a larger amount of nerve

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force, a greater capacity for generating it rapidly and applying it quickly than any horses which are not strictly thoroughbred.

By a careful selection and mating for generations of those racing stallions and mares which have shown the strongest inclination to win and to keep on trying when racing against an adversary that outclasses him in speed, the *best* thoroughbred race horses of the present time uniformly possess a higher degree of courage—that grim, unyielding determination to win or die—than any family of horses can possess uniformly that is not thoroughbred, and the same is true of endurance. The law of heredity, which includes atavism and modification by variation, is such that some horses which are not thoroughbred—some trotters for instance—may themselves possess those qualities which they inherited from some thoroughbred ancestor, near or remote, in as high a degree as the best of their thoroughbred ancestors, but if there be any deteriorating influence or element, such as a slow or cart horse cross, in their composition, such animals, though exhibiting as high a degree of these valuable qualities themselves, will not, as a rule, be able to transmit them to their offspring with so great uniformity as the thoroughbred animal in whose composition no deteriorating element is found. There is a great difference in thoroughbreds in regard to speed capacity, courage and endurance, and ability to perpetuate the same. Some may excel in respect of one or two of these qualities, and for some cause be somewhat deficient in the others. It has been argued that some thoroughbreds are quitters. Very true. Any

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horse will quit when not in proper condition to race. When the nerve force and the ability to generate it are exhausted, the speed of the animal must slacken the same as the speed of a locomotive propelled by steam when the steam is exhausted.

The trotters which hold the fastest records in this country today are largely indebted to some thoroughbred ancestor for the improvement in trotting speed which has been made for the past ten or twelve years. In order to effect a still greater improvement it will be necessary to increase the speed capacity or nerve force by introducing a cross of some animal that possesses a larger amount of this quality and that transmits it with greater uniformity than any trotter can do that numbers among his or her ancestors animals that were deficient in speed. We believe that the speed of the American trotter may and will be improved in the future as in the past, by means of a first-class thoroughbred race-winning cross.

Every one who has studied the subject and carefully analyzed the pedigrees of the fastest trotters must have observed that the thoroughbred crosses in their pedigrees were confined to animals belonging to but few families. These are what some horsemen have termed plastic thoroughbreds, because when crossed with trotters they readily yield to trotting influences or habit of action, and at the same time retain their most valuable qualities unimpaired, so that they improve the speed and other valuable qualities of the trotter. The most prominent of these running strains are the Sir Archy and Duroc branches of the Diomed family; the Trustee, Margrave, Bonnie Scotland,

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Glencoe, Consternation, Williamson's Belmont and a few others. It would seem best, then, when attempting to improve the trotter by means of a thoroughbred cross, that the animal selected should be a direct descendant of one or the other of the above-named horses, or, better still, that like Dame Winnie, Columbia and Estella for example, should combine the blood of several of them. It is generally believed that the sire has more influence in controlling the action than the dam. This may account for the fact that the best results from thoroughbred crosses have been obtained by mating thoroughbred mares with good trotting stallions, animals that had good action and were level-headed, fast trotters.

The breeder who is content with only a fair rate of speed need not go to the trouble to experiment with the thoroughbred cross. But the man who is ambitious to breed a record-breaker or improve the speed of the American trotter should continue to breed along those lines from which improvement has resulted in the past. The time may come when it will not be possible to effect more improvement in this manner, but it will not be until we have a family of trotters that are bred purely from the best of thoroughbred racing stock. Many of the trotting stallions and mares of the present day approximate that quite closely. Analyze their pedigrees carefully, and it will be found that so far as known there is little dross or cold blood in their composition. Such stallions as Nutwood (2.18 3-4), Lord Russell, Anteo (2.16 1-2), Delmarch (2.11 1-2), his sire, Hambrino (2.21 1-4), Expedition (2.15 3-4), Kremlin (2.07 3-4), Directum

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(2.05 1-4), *Direct* (2.05 1-2), Sidney Dillon and many others do not come so far from it as may appear at first glance. Rysdyk's Hambletonian and Mambrino Chief had but very little of the element that can be proved as cold blood.

It is generally conceded that Messenger, an imported running horse, was the founder of the present American trotter. There have been other trotters in this country outside of his descendants, but nearly all the 2.10 trotters and all of the world's champion trotters since Dexter's time have been descendants of imported Messenger. It has been claimed that Messenger was not a thoroughbred. It cannot be denied that he was running bred and was raced with fair success in England. There were better bred, faster and more noted race horses in his day both in England and America, and several in this country were much more successful as sires of race winners than he. Messenger, however, was one of the most plastic of thoroughbreds. Some of his near descendants had beautiful natural trotting action, and when trained to trot would readily stick to that gait. The two of his sons that were most prominent in the foundation stock of the American trotter were Mambrino and Bishop's Hambletonian. The dam of Mambrino was better bred than imported Messenger himself, yet Mambrino was a failure as a running race horse, and this fact would indicate that he threw back to some ancestor of Messenger that was not a thoroughbred. In looking up the ancestors of those record-breaking trotters that had a thoroughbred inheritance through their dams, it will be found that the thoroughbreds from

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whom they derived their inheritance were better bred than imported Messenger and hence possessed a higher degree of valuable racing qualities than did Messenger himself.

It has been alleged by some turf writers that the effect of a near thoroughbred cross in a trotter will make the animal rattle-headed, liable to break and run when urged to a high rate of speed. This seems plausible, especially to the unsophisticated, and it may have proved so in some, perhaps many, cases. It does not require many trotting crosses as a rule, however, to overcome this tendency to be unsteady in most thoroughbreds that are from the plastic families. Two good strong trotting crosses on a thoroughbred mare, bred from the plastic strains, will generally suffice. Alcantara (2.23) was bred that way. Mike Bowerman, who trained Alcantara and drove him to a race record of 2.23 as a four-year-old, informed us by letter several years ago, in reply to an inquiry, that Alcantara was very level-headed and seldom made a break. His dam, Alma Mater, was from the thoroughbred Estella, and Mambrino Patchen, sire of Alma Mater, was from a daughter of the thoroughbred Gano.

The veteran trainer, Charles Marvin, has probably had more experience in training trotters that were from thoroughbred mares and from mares whose dams were thoroughbred, than all the other trainers in America. Speaking of the thoroughbred cross in his excellent work entitled "Training the Trotting Horse," Mr. Marvin says: "I want all the good thoroughbred blood that can be controlled." He also says: "My

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experience has been in training horses from thoroughbred mares, that their heads are as good as the average trotting-bred horses' heads." Mr. Marvin's experience was mostly with the get of Electioneer, a horse that has been held up by turf writers as possessing greater action controlling power than any other trotting sire; but how they really know this, or upon what grounds they account for it, we have never been able to learn. It seems certain that Electioneer's second dam was by Iron's Cadmus, a running-bred son of Beache's Cadmus, by American Eclipse, and if so it is certain that his third dam was running bred. It has been stated upon good authority that the filly believed to have been Shanghai Mary, by Iron's Cadmus, that Mr. Coffein's son took with him when he left his father's place in Ohio, was from a running-bred mare. The fact is that no other trotting stallion ever had such opportunities as were given Electioneer, hence it is not possible to know what they could have done in the way of getting trotters from thoroughbred mares, and mares that were from thoroughbred dams. Another fact that those who have examined the Palo Alto catalogues know is that Electioneer, as a rule, got faster and better trotters from mares with the thoroughbred cross close up than from those most strongly bred in what is termed trotting lines.

There has been so much prejudice against the introduction of the thoroughbred cross and so much bitterness and abuse by theorists who have written in opposition to it that very many are ignorant of the facts bearing upon this question that are contained in the

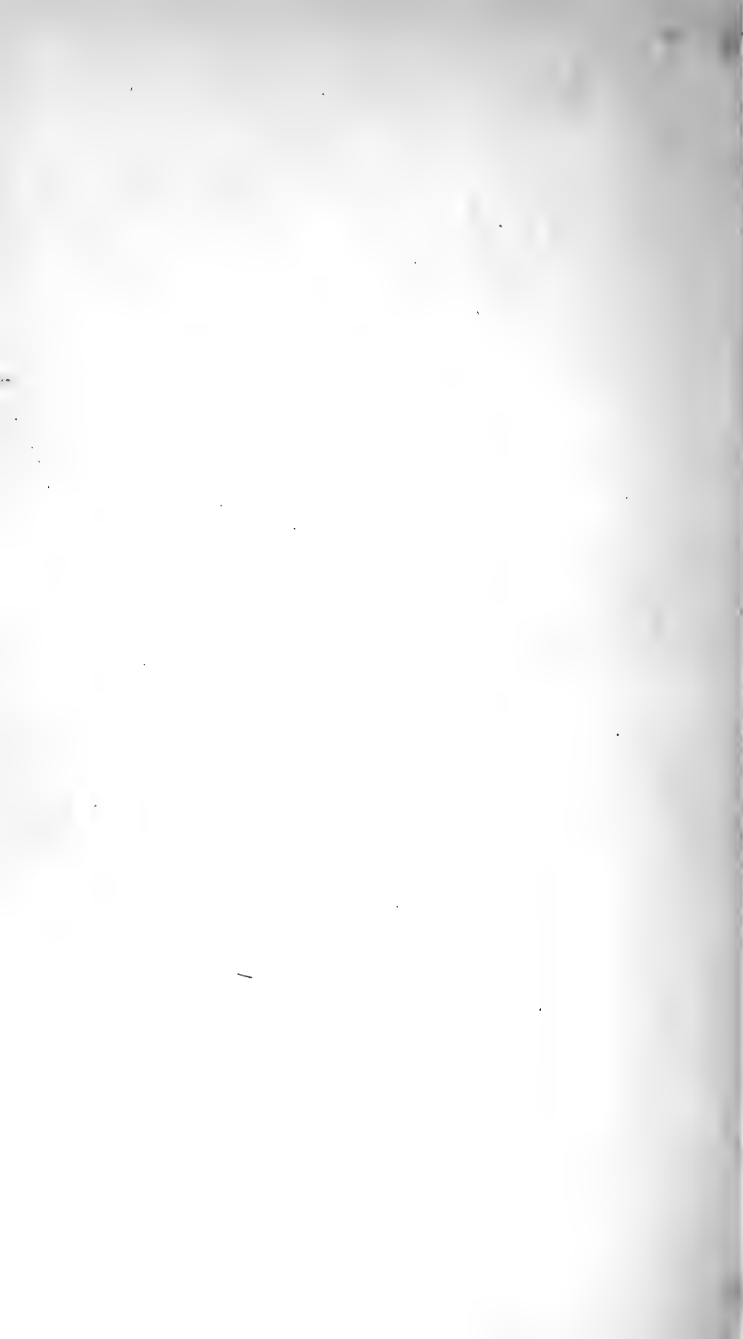
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Year Book and Register. Had it not been for the death of Leland Stanford, the adoption of the standard rules, and the prejudice against a thoroughbred cross in a trotting pedigree, created by the writings of the late J. H. Wallace, there would probably now have been not less than ten two-minute trotters, and the two-minute line would have been passed without the aid of the wind shield.

The future is full of promise for the American trotter. We believe that it will be many years yet before the limit of his speed is reached. Of course, the reduction will be more gradual as the record is lowered and the intervals longer between the clipping off of a fraction of a second. As breeders of trotting stock become more enlightened, some of the most progressive of them will experiment systematically and judiciously with the thoroughbred cross as did the late Gov. Stanford at Palo Alto. They will continue to breed up as fast as the Hambletonian, Mambrino Chief, Clay and Black Hawk trotters can assimilate the racing blood, until finally every element of dross has been eliminated from the American trotter. The result will be an animal that will possess all the racing qualities of the thoroughbred runner, and in as high a degree as they exist in the best of that breed. They will stick to the trot as tenaciously as the best of trotters have ever done. They will be uniformly handsome, stylish, docile animals, and possess as much finish and quality as the best thoroughbreds that have ever been produced. Two-minute trotters will then be



HAMBURG



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as plentiful as 2.10 ones are now. It may take half a century to accomplish this, perhaps more, but its accomplishment is among the possibilities and so is a record of 1.55 or better for a mile without artificial aid, by a trotter so bred.

END.



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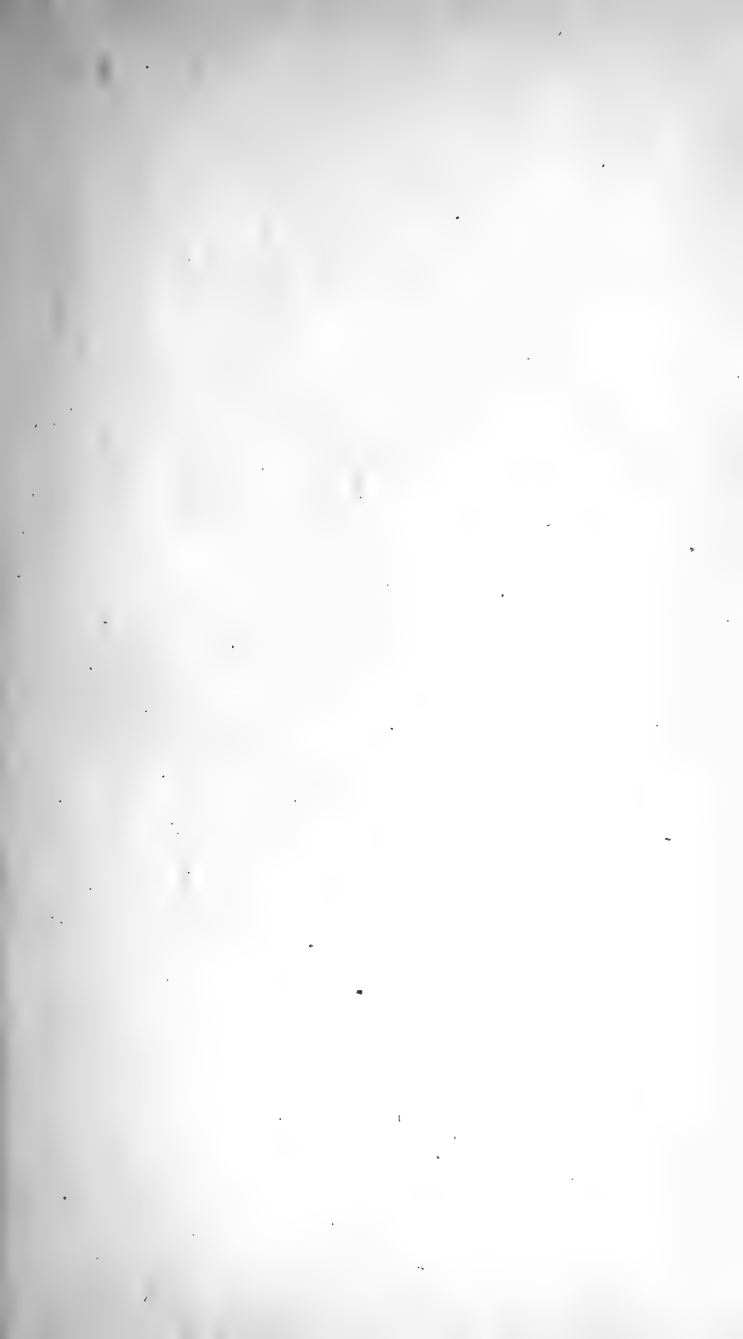
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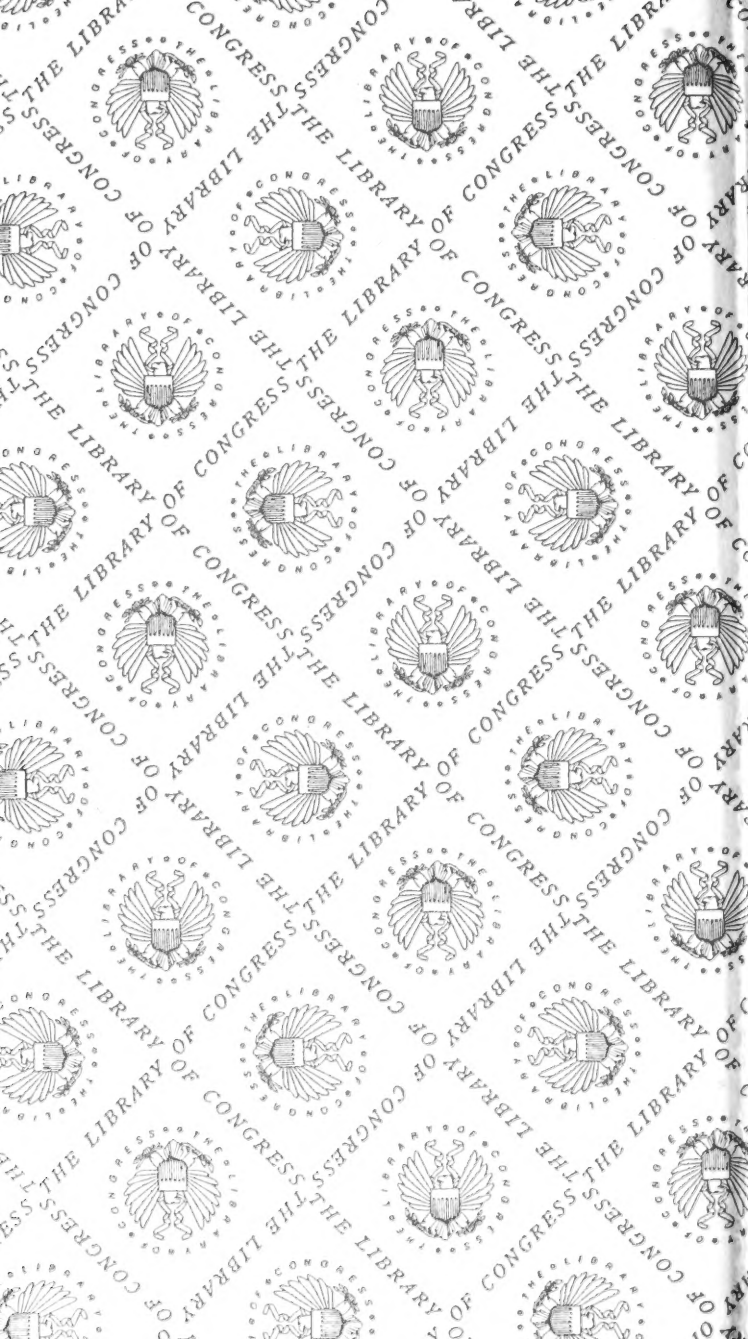
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